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BOLIVIA has not been prolific in new stamps since the close of the Chaco war, but now sends a full new series apparently of local design and manufacture, with interesting scenes and subjects. These include a native school, petroleum wells, modern factories with an air-liner overhead, map of the Sucre-Camiri Railway, and various allegories of ancient and modern activities. In addition to the ordinary postage series, there is a set for air mail, and some small triangular stamps for postage due ("multa").

On Sunday, June 26, Czechoslovakia will issue a souvenir sheet bearing two new stamps in honour of the International Philatelic Exhibition to be held at Prague from June 26 to July 4. The 50 heller shows the Vysehrad, residence of the old-time Czech rulers, and the 1 crown bears a panoramic view of the Hradcany and Castle at Prague.

The mediæval character of the pictorial Cyprus stamps of 1934 and some of the same designs are retained on the new reign issue. The 4½ piastres now bears a map of the island, and the 9 piastres shows the Citadel "Othello's Tower," Famagusta. Two new values, 90 piastres and £1, show a larger portrait of the King, framed with Cypriot stone capitals.

It is something in these times of unrest to find nations cementing friendships by postage stamps. There have been many such stamp tokens in the past few years. The latest is from Finland, 3½ marks sepia, celebrating the centenary of the colonisation of Delaware, in which the Fins and Swedes had a great share. A few weeks ago we recorded the Swedish stamps celebrating the expedition from Gothenburg in 1637 and the founding of the New Sweden in 1638.



RUSSIA: AN AIRMAN OF THE RED ARMY.

Among such peaceable emissions as those chronicled this month the latest Red Army series from Russia presents a garish contrast, with its splashes of vermillion. The subjects depict sentry, infantry, navy, air force, anti-aircraft, cavalry, and machine-gunners.

The thirty-fourth World Eucharistic Congress just concluded at Budapest was marked by the issue of two finely produced photogravure Hungarian stamps in designs by Marton Lajos. The 16 filler slate-violet bears a portrait of St. Ladislaus, and the 20 filler lake pictures the Chalice.

Belgium contributes a series of seven stamps in photogravure giving views of the Basilica of the Sacred Heart, Koekelberg. They are sold at a surtax over postal value in aid of the building, the full series, with surtax amounting to 19 francs 55 centimes (Belgian).



BELGIUM: THE BASILICA, KOEKELEBERG.



JUGOSLAVIA: SEARCHLIGHTS OVER BELGRADE.

Independence, appears for the first time on adhesive postage stamps on the new 2 cents, rose in the current Presidential series. His portrait, although not hitherto on an adhesive stamp, has been impressed on some of the U.S. post-cards.

A stamp that may well prove to be one of the most popular of this year's issues is due to appear next week in France. It will be a single denomination designed to commemorate the official visit of our King and Queen to the President of the French Republic. Although football is out of season at home, France sends a new 1 fr. 75 cent. blue stamp commemorating the international football contest for the "Coupe du Monde de Football," the final for which was played in Paris.



FRANCE: THE INTERNATIONAL FOOTBALL MATCH COMMEMORATED.

£ 1 3 5 0

was realised in the Bond Street Stamp Auction on May 31st for the Mauritius "POST OFFICE" 2d. deep blue, unused, illustrated in our advertisement of May 28th.

Similar fine realisations have been obtained in all of H. R. Harmer's auctions, especially the "Baron de Worms" Collection of Ceylon sold on June 20th, 21st, 22nd and 23rd. Collectors wishing to realise general or specialised collections or single rarities are invited to communicate with Harmer's of Bond Street in regard to New Season's auctions (commencing Sept.) which are rapidly being reserved.

Concluding sales of this Season take place on June 27th and 28th, July 4th and 5th, July 11th, 12th and 13th, July 18th, 19th and 20th, and include Air Mail Stamps, British Colonials, Foreign and General Collections.

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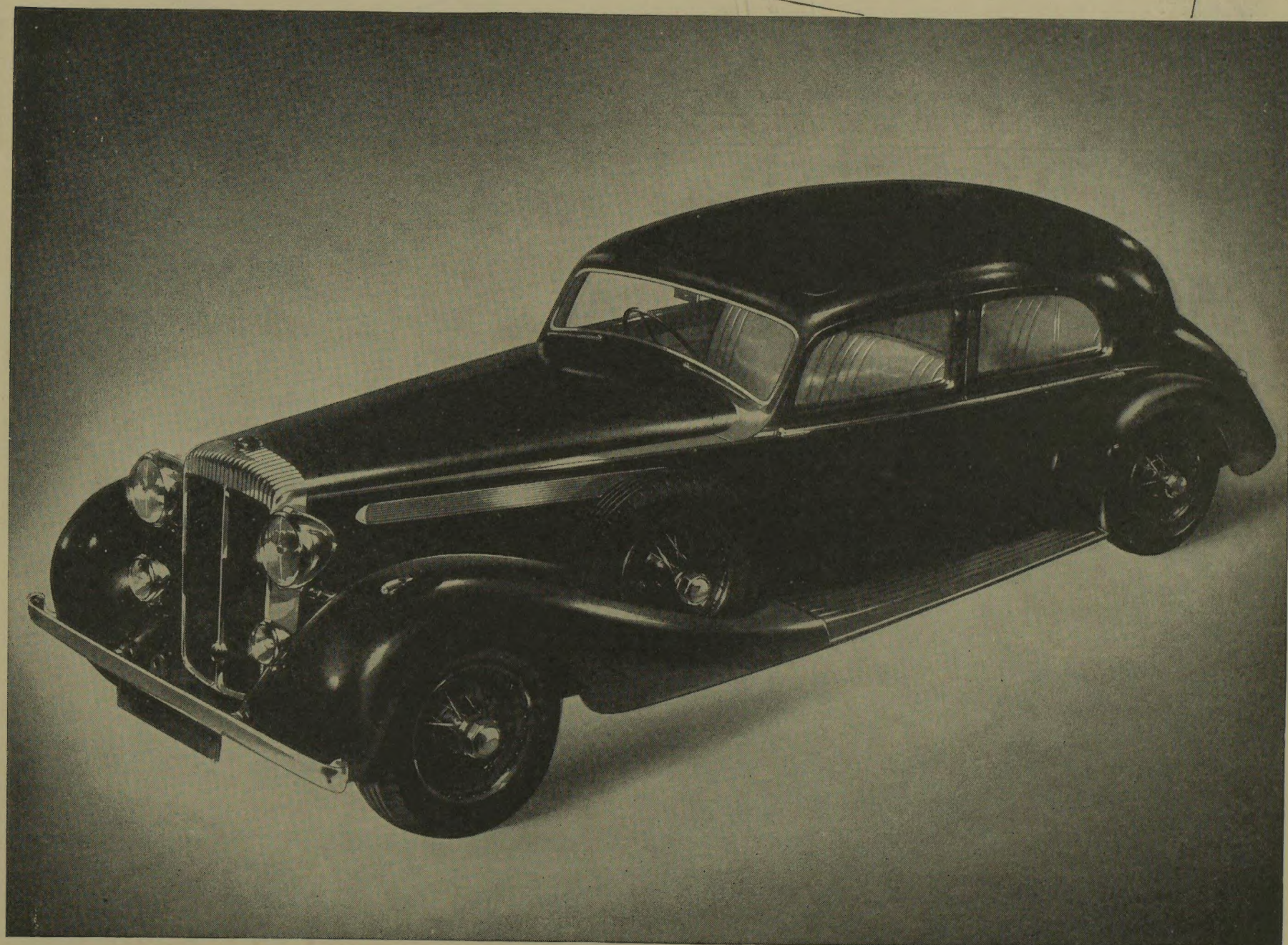
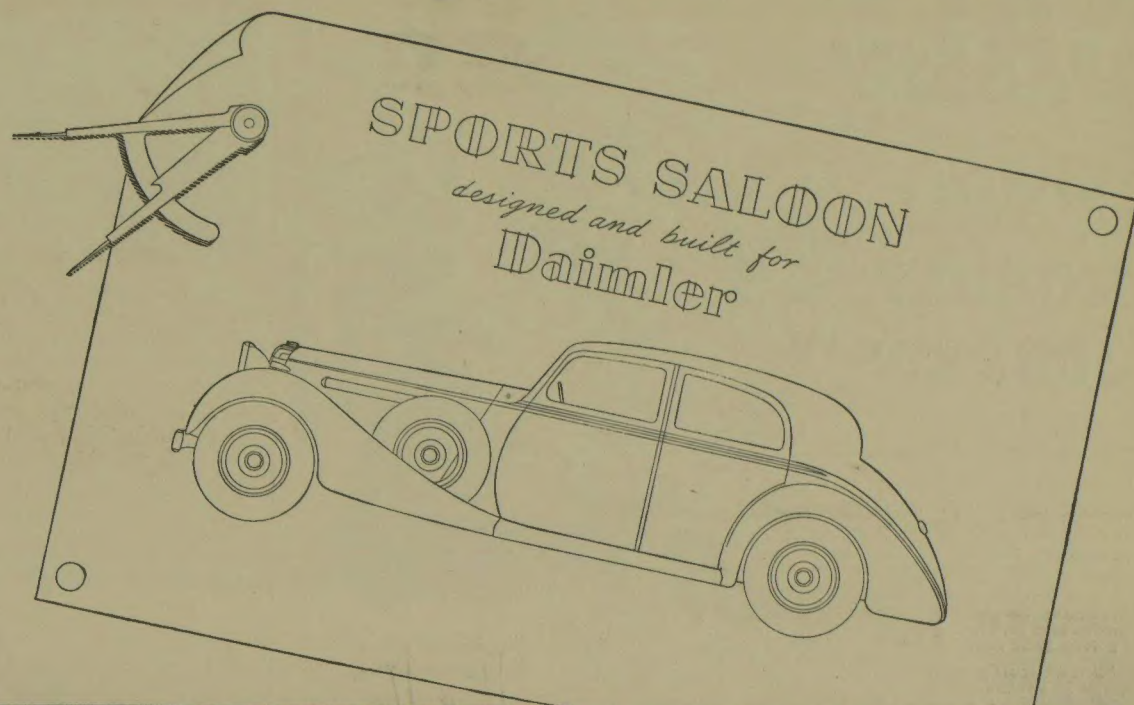
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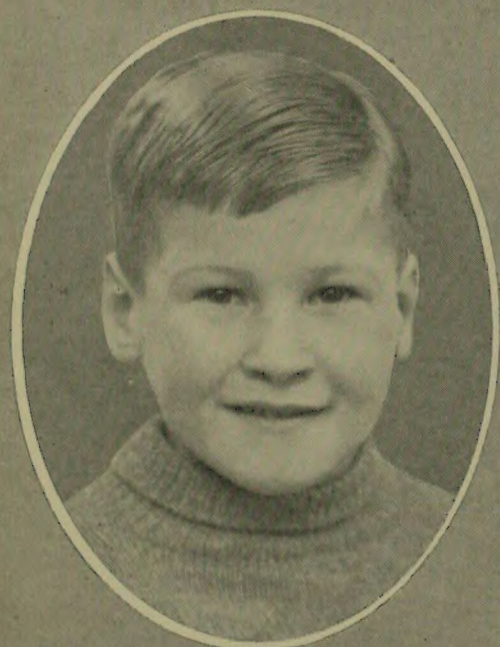
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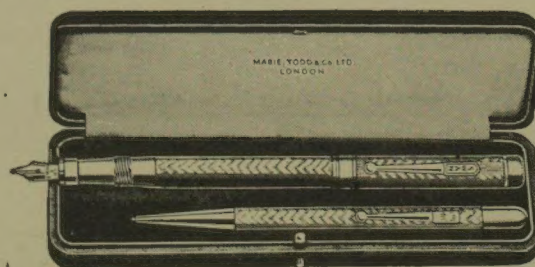


Illustration shows Swan Pen and Fyne-Poynt Pencil in presentation case No. L204/IRG 60/-. Other sets from 15/6. Visofil Swans, 25/-. Leverless Swans from 17/6. Other Swans from 10/6. In many styles and colours, with nibs to suit all hands. Illustrated lists from Mabie, Todd & Co. Ltd., Sunderland House, Curzon St., Mayfair, London, W.1. and Branches.



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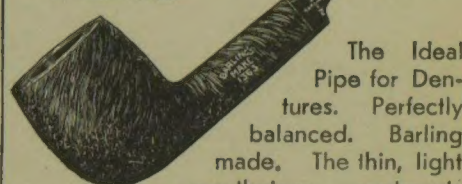
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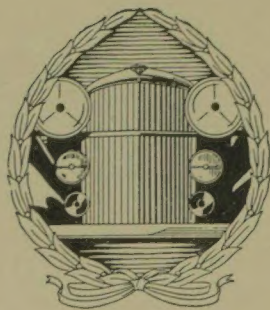
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SATURDAY, JUNE 25, 1938.



**THE KING LEADS HIS FLEET TO SEA: THE GREAT BATTLESHIP H.M.S. "NELSON," WITH HIS MAJESTY ON BOARD, FOLLOWED BY H.M.S. "RODNEY," STEAMING OUT OF WEYMOUTH BAY FOR EXERCISES UNDER WAR CONDITIONS.**

The King went to Weymouth on June 20 for his two-day visit to the Home Fleet, the programme of which is mentioned on later pages in this number. His Majesty received a most enthusiastic welcome from cheering crowds as he drove along the front to the pier, where he embarked in his new Royal Barge, a high-speed motor-craft, for the Royal Yacht "Victoria and Albert." As he stepped aboard the barge, a Royal Salute boomed out from the assembled Fleet, which

numbered in all more than seventy ships, moored in eleven lines. The weather conditions were ideal—cloudless skies and blue, sunlit water—and Weymouth Bay made a delightful setting for the naval pageant. In the evening the King gave a dinner-party in the Royal Yacht. Next morning he transferred his standard to H.M.S. "Nelson," and led the Fleet to sea for a series of exercises designed to test its fighting efficiency. (Keystone.)





By ARTHUR BRYANT.

THOSE whom the King delights to honour are naturally themselves delighted. Royal birthdays are thus apt to occasion more happiness than those of other people. An Honours List produces the same kind of effect as a school prize-giving. It is rather better, for the lucky recipients, than a Christmas pudding or a Derby sweepstake, for in their case fortune is accompanied by an agreeable sense of merit. Only a few get the plums, of course, but it is nice to be reminded that there are plums going. If lives of great men all remind us we can make our lives sublime, lives of successful ones are immensely stimulating to all who are energetic enough to think that success in this world is worth bothering about. Fortunately for our happiness, most of us do. Napoleon showed his knowledge of mankind when he encouraged his troops with the announcement that every private had a Field-Marshal's baton in his knapsack. And every industrious, well-conducted Briton can rejoice to think that he has at least an O.B.E.—if not a Knight's spurs and helm—in his office bag. The latter, fortunately, can now be enjoyed without being worn.

This refreshing dew of recognition from above falls particularly on those who serve the Crown directly. A Major-General, say, who in his own profession is still quite a long way from the top, can look for decorations of a class which would scarcely be awarded to the greatest philosopher or artist in the country. No K.C.B. or K.C.M.G. is likely to come the way of a Keats or a Constable: they have to content themselves with posthumous honours of a less tangible kind. This is as it should be. A soldier, a sailor or a civil servant gives, or should give, the whole of his time to the immediate service of his country. He is not expected to acquire fame in any other way. It is not for him to choose what he does or to reason why. If he is not rewarded and praised by the King, his master, he is not likely to be rewarded and praised by anybody. At least, it was so till a few years ago. But there are signs that this wholesome rule, so far as the Civil Service is concerned, may in time no longer be honoured. For, though civil servants, with sailors, soldiers and politicians (who fall under a slightly different category), form one of the four great classes to whom the State gives priority in its conferment of honours, civil servants are no longer inevitably confined in their pursuit of reward and fame to the narrow, stony paths of the Civil Service. For, with changes in our social system, new and broader roads are opening to them.

A contemporary commented on this phenomenon after a recent Birthday Honours List, with a reference to some distinguished civil servant who, after a successful career in a Government office, had passed into the highest ranks of another and more remunerative profession, where he had won fresh and still higher honours from a grateful country. A new kind of Jacob's ladder has appeared, leading up from Whitehall, not to Heaven, but to the City. In the case mentioned, no one could have grudged this particular servant of the public either his prior promotion or his new and well-deserved honour: few could more have merited it. Yet it is well to realise that the last two decades have witnessed the beginning of a revolution in British principles of government which as yet has been little perceived, but which may well end in changing our whole political system. The essence of the British system was that the executive was regarded as the servant of the public. The tax-collector was responsible to the taxpayer. It was a principle that prevailed

nowhere else except in the Anglo-Saxon United States of America, where the "fathers" of the infant colonies had carried it in their hearts from the Mother Country and enshrined it in the constitution of their new Republic. Its acceptance by a reluctant administration was won for us by our ancestors on many a bloody field, debated in hushed and angry assemblies, and suffered for in dark and gloomy dungeons by patriots like Peter Wentworth, Elliot and Sidney. It was only yielded to by the Crown with the greatest reluctance, for no Government likes parting with power

For till then, it should be remembered, this had scarcely been possible. A great administrator like Samuel Pepys, slaving day and night to create a Navy that should give this little island permanent command of the sea and opportunities of wealth and imperial expansion till then undreamed of, was hampered at every turn by the obstinate and often brutal fears and jealousies of his liberty-loving countrymen. For to them he was not so much the great public servant, which from his papers we now know him to have been, as the favoured minion of an arbitrary royal will and a potential tyrant. He was a Minister of Marine, sole Lord (under his unpopular sovereign, King James II) of the Navy which the nation paid for, an upstart in office who aped the dignity of Admiral and whose rules held out all sorts of sinister dangers to a free people. Not till he had been driven from power by the Revolution and his place been taken by unassuming and, as it were, anonymous upper clerks, wholly subordinate to Parliament and parliamentary Ministers, was the country ready to accept his rules. Thereafter, the Civil Service, of which Pepys has justly been called the father, grew.

Since that time it has never really looked back. It went through its infancy of corruption in the 18th century and of nepotism (as exemplified in the noble cadets who staffed Dickens's Circumlocution Office) in the early 19th. But during the great Victorian age it contrived to combine the sense of service, subordination and anonymity, to which I have referred, with a high standard of *Noblesse Oblige* and honesty. Nothing quite like it had ever been seen in the world before. And with the course of years and the coming of new social and political ideals, the nation, relying implicitly on the Service's freedom both from personal ambition and corruption, entrusted ever greater concerns to its clean, capable and obedient hands. To-day the higher civil servant has become responsible for vast transactions affecting every aspect of the national life and involving enormous sums of money.

Yet this very position carries with it a certain danger that public service may come to be regarded as a stepping-stone to preferment in those other branches of life, commercial and political, with which the civil servant is brought into increasing contact. The moment it is so regarded, that impartiality and devotion to duty, to which we have long grown accustomed in our public servants, become so much the more difficult. For it is surely stretching the disinterestedness of human nature too far to suppose that men will always find it easy to be impartial when those against whom they are called upon to preserve the interests of the public are very probably going to be the arbiters of their ultimate career. If the misuse of power by great corporations is ever likely to constitute a menace to the welfare of a free people, it may well be a perilous thing for the statutory guardians of that welfare to know that opportunities greater than any their own Service could afford might become theirs on the boards of such corporations. For, however superior the Civil Service of to-day is to any misuse of such opportunity, the day may come when future servants of the public in high trust may find the latent temptation in such a situation too great to resist. And if that day should come, it will bring in its train the same fatal division between a jealous people and its executive as paralysed the national effort before the Revolution.



A FAMOUS STATUE WHICH HAS BEEN SOLD TO A MUNICH PUBLIC ART GALLERY: THE LANCELOTTI VERSION OF THE DISCOBOLUS OF MYRON.

It was recently announced that the Lancellotti version of the Discobolus of Myron had been sold to a Munich public art gallery and had left Rome for Germany. The price paid is believed to be over £60,000. The statue is the only one of eight known versions of Myron's original work still complete with head, and is generally acknowledged to be the finest. Myron, who was one of the three great masters of Greek art in the fifth century, B.C., is known to us by these copies and by a copy of his "Marsyas with Athena." (Photograph by Bruckmann.)

or with that natural advantage over those whom it governs which so facilitates the tiresome business of ruling obstinate, erring and unreasonable mankind. The essence of the system which our fathers established on the battlefields of the Civil War and in the Glorious Revolution of 1688 was that the central administration existed not so much to rule as to serve. Once that principle was accepted, the inherent English jealousy of centralised power and the salaried official so far relaxed as to render the growth of a permanent Civil Service possible, with all that this implied in the way of increased efficiency of administration.



## SWEDEN FÊTES KING GUSTAV'S 80TH BIRTHDAY: CELEBRATIONS IN HONOUR OF THE OLDEST MONARCH OF TO-DAY.



THE CELEBRATIONS OF THE EIGHTIETH BIRTHDAY OF KING GUSTAV OF SWEDEN: THE ROYAL PARTY AT THE COURT SOIRÉE, SHOWING (RIGHT TO LEFT) PRINCESS INGEBORG, THE CROWN PRINCE OF NORWAY, THE CROWN PRINCESS OF SWEDEN, KING CHRISTIAN OF DENMARK, THE CROWN PRINCESS OF NORWAY, KING GUSTAV, GRAND-DUCHESS HILDA OF BADEN, KING HAAKON OF NORWAY, THE CROWN PRINCESS OF DENMARK, AND THE PRESIDENT OF FINLAND. (L.N.A.)

**G**REAT rejoicings marked the celebration in Sweden of the eightieth birthday of King Gustav V., which fell on June 16. In spite of his years, King Gustav attended a number of ceremonies on the 15th and 16th, and, quite unwearied, played a game of tennis on the morning of the following day. There was a musical party at the Royal Palace on the evening of June 15, and at midnight the Crown Prince toasted his father. A great ceremony of homage took place in the Hall of the Palace on the morning of the 16th, at which 700 leading representatives of the Civil Service and the Armed Forces participated, culminating with the presentation of a four-million-kroner

[Continued below.]



TO BE COMPARED WITH A COURT FUNCTION AT BUCKINGHAM PALACE: THE SOIRÉE AT THE ROYAL PALACE, STOCKHOLM. (L.N.A.)

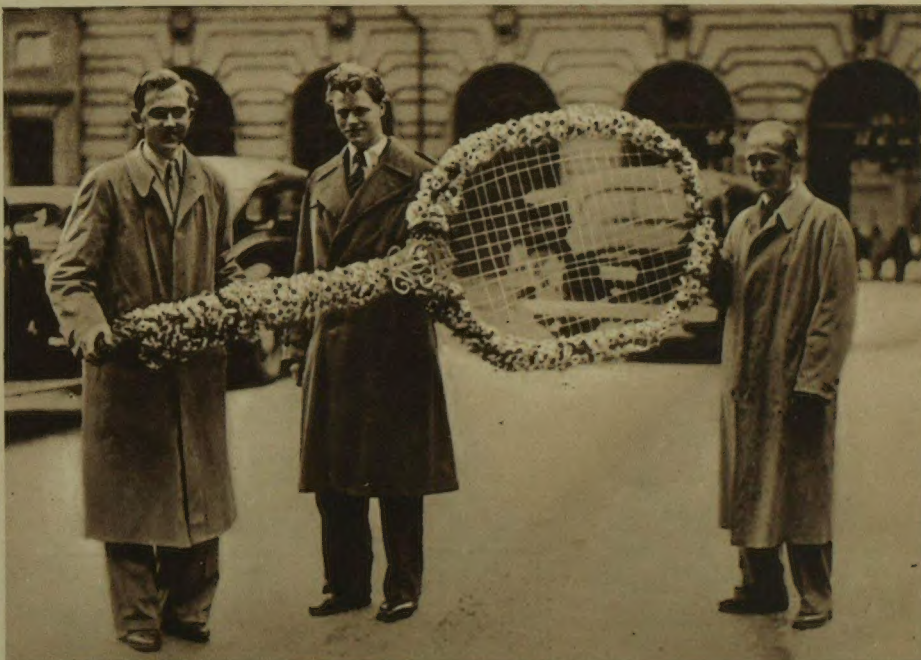


KING GUSTAV DRIVING THROUGH STOCKHOLM WHERE HE WAS RECEIVED WITH ENTHUSIASM BY CROWDS OF HIS SUBJECTS; WITH THE CROWN PRINCE, AND PRINCESS MARGARETA. (L.N.A.)

cheque to King Gustav by the Prime Minister. This was the sum of the contributions of more than a million Swedes to the Royal Jubilee Fund. The money will be devoted to the campaign against tuberculosis and infantile paralysis. Subsequently the King drove through streets lined by cheering people, and then



KING GUSTAV WITH HIS GUESTS ON HIS EIGHTIETH BIRTHDAY; SHOWING (AT HIS LEFT) THE CROWN PRINCESS OF NORWAY, KING CHRISTIAN OF DENMARK AND PRINCESS INGEBORG OF SWEDEN. (L.N.A.)



A TRIBUTE TO KING GUSTAV'S PROWESS AS A TENNIS PLAYER: A BIG DECORATED RACKET PRESENTED TO HIM BY A DEPUTATION OF THE SWEDISH LAWN TENNIS ASSOCIATION. *Wide World.*

going on board ship, proceeded by water to the Town Hall, where he was entertained to luncheon by the Civic authorities. Afterwards, in company with the Kings of Denmark and Norway, and the President of Finland, he drove to another ceremony where he received the acclaim of the civic corporations.



# THIS YEAR'S ALL-ENGLAND LAWN TENNIS CHAMPIONSHIPS:



H. W. AUSTIN (G.B.).  
Ranked No. 2 at Wimbledon.



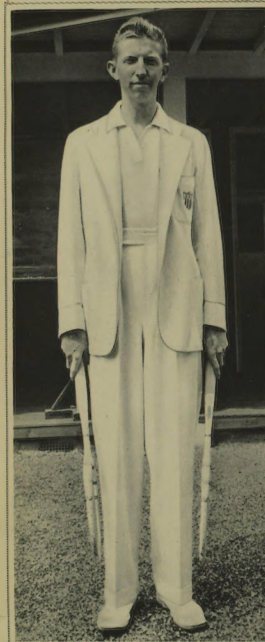
MISS A. MARBLE (U.S.A.).  
Ranked No. 2 at Wimbledon.



MLLE. J. JEDZEJOWSKA (POLAND).  
Ranked No. 3 at Wimbledon.



R. MENZEL (CZECHOSLOVAKIA).  
Ranked No. 3 at Wimbledon.



J. D. BUDGE (U.S.A.).  
Ranked No. 1 at Wimbledon.



THE OUTSIDE COURTS AT WIMBLEDON, WITH PLAY IN PROGRESS: A SCENE OF ACTIVITY AS SPECTATORS MOVE FROM COURT TO COURT, WHEREVER INTEREST ARISES, OR STOP TO DISCUSS POINTS IN THE PLAY WITH ACQUAINTANCES.

THE list of seeded players for the All-England Championships at Wimbledon (June 20-July 2) was interesting in that two countries, Yugoslavia and China, were represented for the first time and that Miss Helen Jacobs, Champion at Wimbledon in 1936, Señorita Anita Lizana, Champion of America, and Miss D. Bundy, Champion of Australia, were not included. Mrs. Helen Wills Moody, who has been Champion seven times, is the No. 1 seeded player after an absence from the game of nearly three years. Mrs. D. L. Little (Miss Dorothy Round), last year's Champion, is not defending her title. Last year Donald Budge won the Singles Championship, the Doubles Championship (with Mako), the Mixed Doubles Championship (with Miss Marble), and the American Championships. H. W. Austin reached the semi-final last year and won the British Hard Court and Covered Court Championships. In 1932 he became the first Englishman to reach the final of the Singles at Wimbledon since 1922 and was a member of the team which, in 1933, won the Davis Cup for Great Britain after twenty-one years and assisted to retain it in 1935. Miss Alice Marble won the U.S.A. Singles and Doubles Championships at Forest Hills in 1936, and visited England for the first time last year, when she reached the final in tournaments at Surbiton, Chiswick Park, Weybridge, and Beckenham, and defeated Fru Sperling at Wimbledon. Mlle. J. Jedzejowska was No. 1 in the Polish ranking list from 1929 until 1936. She



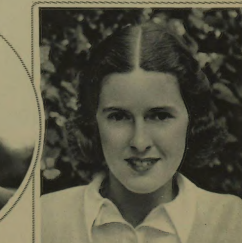
MISS K. STAMMERS (G.B.).  
Ranked No. 6 at Wimbledon.



D. MITIC (YUGOSLAVIA).  
Ranked No. 6 at Wimbledon.



L. HECHT (CZECHOSLOVAKIA).  
Ranked No. 7 at Wimbledon.



MRS. S. P. FAYAN (U.S.A.).  
Ranked No. 7 at Wimbledon.

# WELL-KNOWN MEN AND WOMEN COMPETITORS AT WIMBLEDON.



H. HENKEL (GERMANY).  
Ranked No. 4 at Wimbledon.



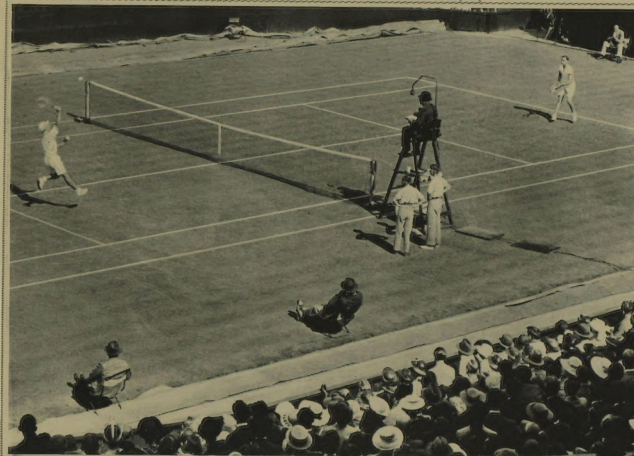
FRU S. SPERLING (DENMARK).  
Ranked No. 4 at Wimbledon.



MME. R. MATHIEU (FRANCE).  
Ranked No. 5 at Wimbledon.

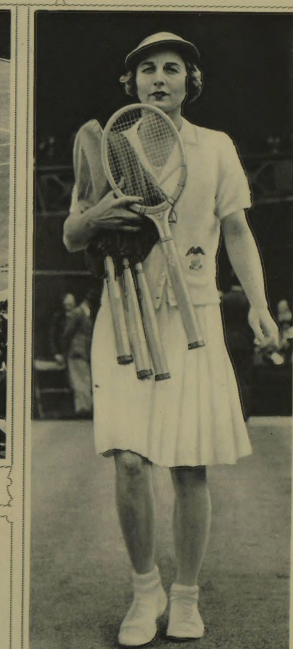


F. PUNCER (YUGOSLAVIA).  
Ranked No. 5 at Wimbledon.



THE CENTRE COURT AT WIMBLEDON: THE MATCH BETWEEN H. W. AUSTIN (LEFT) AND E. J. FILBY (RIGHT) IN PROGRESS, WATCHED BY KEENLY ATTENTIVE SPECTATORS, WHO SELDOM LEAVE THEIR POSITIONS FOR OTHER COURTS.

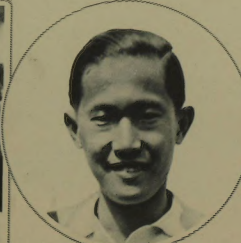
was seeded at Wimbledon in 1933 and in 1936 reached the semi-final at Wimbledon. Last year she was defeated by Mrs. D. L. Little (Miss Dorothy Round) in the final. R. Menzel has represented Czechoslovakia in Davis Cup matches on several occasions, and this year won the Egyptian Championship at Cairo. F. Puncer has represented Yugoslavia in Davis Cup matches since 1933 and won the national Championship, 1934-35. H. Henkel won the French and German Singles Championships last year and the French, American and Japanese Doubles Championships (with Von Cramm). Fru S. Sperling (née Krahwinkel) was in the final at Wimbledon in 1931; the semi-final in 1933 and a finalist again in 1936. In 1937 she won the French Championship without losing a set. Miss K. Stammers won the British Hard Court Championship in 1935 and again the following year. L. Hecht represented Czechoslovakia in the Davis Cup, 1931-34, and won the Polish Championship in 1933. Kio Sin Kie played at Wimbledon in 1936 and last year won various tournaments on the Continent, including the South of France Championship at Nice. He also represented China in the Davis Cup. This year he won the singles at Alexandria. Mrs. Fabyan (née Sarah Palfrey) has represented the U.S.A. in the Wightman Cup on several occasions, and in 1936 was in the final of the Doubles and Mixed Doubles at Wimbledon.—(PARAGRAPHS BY BASILIAN, WINE, WOLFE, D. SWARTZ, AND L.N.A.)



MRS. H. WILLS MOODY (U.S.A.).  
Ranked No. 1 at Wimbledon.



MISS M. C. SCRIVEN (G.B.).  
Ranked No. 8 at Wimbledon.



KIO SIN KIE (CHINA).  
Ranked No. 8 at Wimbledon.



MISS HELEN JACOBS (U.S.A.).  
Unseeded. Won Championship in 1936.



SEÑORITA A. LIZANA (CHILE).  
Unseeded. Champion of America.



## A WINDOW ON THE WORLD: NEWS EVENTS RECORDED BY PHOTOGRAPHY.



CLIMBED FOR THE FIRST TIME SINCE 1880: SNOW-CLAD MT. COTOPAXI, DESCRIBED AS THE HIGHEST ACTIVE VOLCANO IN THE WORLD.

It was recently reported that the British Minister Resident and Consul-General in Quito, Ecuador, Mr. G. H. Bullock, and Mr. André Roosevelt, the American explorer and photographer, had succeeded in climbing Mt. Cotopaxi (19,613 ft.)—the first successful attempt since 1880, when Edward Whymper accomplished the feat. Mr. Bullock took part in the 1921 Mt. Everest Expedition. Mr. Roosevelt, who is a distant relative of President Roosevelt, has taken the first photographs ever obtained of the crater.



QUEEN MARY VISITS THE CONSTABLE COUNTRY: HER MAJESTY LEAVING FLATFORD MILL AND THE PAINTER'S STUDIO DURING HER TOUR.

Queen Mary, who was staying as the guest of Lady Byng at Thorpe-le-Soken, made a tour of the Constable country on June 15. Her Majesty visited Willy Lott's Cottage, which the painter immortalised in "The Hay Wain" and "The Valley Farm," and Flatford Mill, both of which were restored and given to the nation some years ago by Mr. T. R. Parkington. Queen Mary was accompanied by Princess Alice Countess of Athlone and Viscountess Byng, and is seen in the above photograph with Mr. and Mrs. Parkington. (*The Times*.)



LAWN TENNIS IN THE EARLY 'EIGHTIES: A REHEARSAL FOR A PERIOD MATCH AT LULLINGSTONE CASTLE, EYNSFORD.

On June 18 members of the North Kent Lawn Tennis Association played a match in period costume and under the same conditions as in the early 'eighties at Lullingstone Castle on a court believed to be one of the earliest on which lawn tennis was played. A ladder supported by two barrels served as a net. The first Wimbledon meeting was in 1877. (*Fox*.)



THE THEATRE PAVILION ON THE NORTH PIER, BLACKPOOL, DESTROYED BY FIRE: A VIEW OF THE BURNING BUILDING. (*Topical*.)

The theatre pavilion on the North Pier at Blackpool was destroyed by fire on June 19. Eighty firemen fought the outbreak for three hours and succeeded in preventing the flames, which at one time reached a height of 100 ft., from spreading to the rest of the structure. People on the pier were asked to leave by the police and all reached the shore in safety. A large crowd watched the fire.



THE "CUTTY SARK" ENDS HER LAST SEA VOYAGE: THE FAMOUS SAILING-SHIP MOORED NEAR H.M.S. "WORCESTER" OFF GREENHITHE.

The "Cutty Sark," presented to Worcester Nautical Training College by Mrs. Dowman, widow of Capt. Dowman, who bought her back from the Portuguese eleven years ago, completed her last sea voyage on June 18 when she moored near H.M.S. "Worcester," off Greenhithe, after being towed from Falmouth. The "Cutty Sark" will now be used for training naval cadets in sailing drill and nautical exercises. (*Planet*.)



A DISASTER IN WHICH SIX MEN, INCLUDING THREE R.A.F. BOXERS, WERE KILLED: THE WRECKAGE OF THE SOUTH AFRICAN AIR FORCE AEROPLANE.

Six men, including three R.A.F. boxers and their trainer, were killed when this South African Air Force machine crashed on June 6. A theory advanced by members of the search party who found the wreckage was that the machine broke up in the air after hitting a large vulture in dense cloud, but a description of the wreckage given by newspaper representatives who accompanied the party, seems to indicate that it fell from a low altitude. (*Sport and General*.)



THE NEW ROYAL BARGE: A VESSEL USED FOR THE FIRST TIME BY THE KING DURING HIS VISIT TO THE HOME FLEET IN WEYMOUTH BAY.

The new Royal barge completed its trials and was handed over to the "Victoria and Albert" before she left for Portland in readiness for the King's visit to the Home Fleet on June 20. The barge is forty feet long and has a top speed of more than twenty knots, while its sides have been sound-proofed and double silencers have been fitted. The hull is painted black with maroon cabin tops and all exterior fittings are silver-plated. (*Photopress*.)

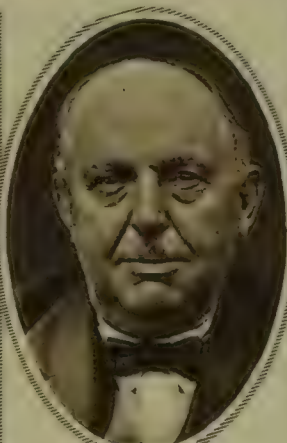


## PERSONALITIES AND EVENTS OF THE WEEK.



**SIR JOHN REITH.**

Appointed as Chairman of Imperial Airways. Formerly Director-General of the B.B.C. (since 1927). He began his career as an engineer, and served with the R.E. during the war. Later he was in charge of British munition contracts in America. At one time was General Manager of Messrs. W. Beardmore and Co.



**MR. HERBERT SMITH.**

The Miners' leader. Died on June 16, aged seventy-six. Himself the son of a miner, he began work at ten. Vice-President, Yorkshire Miners' Association, about 1904, and President, 1906. President, the Miners' Federation of Great Britain, 1922-1929, leading the Miners in the General Strike of 1926.



**THE DOWAGER LADY READING.**

Appointed head of Women's Voluntary Services, the new organisation (announced recently by Sir Samuel Hoare, Home Secretary) to obtain women volunteers for Air Raid Precautions work. Married in 1931, as his second wife, the first Marquess of Reading.



**MISS IRENE VANBRUGH.**

The famous actress who has just celebrated her jubilee. In honour of the fiftieth anniversary of her stage debut, a matinee was given at His Majesty's Theatre, on June 20, in aid of the Elizabeth Garrett Anderson Hospital and the Theatrical Ladies' Guild. The Queen was present.



**SIR ARTHUR RICHARDS.**

The appointment of Sir Arthur Richards, Governor of Fiji and High Commissioner for the Western Pacific, as Governor of Jamaica, was announced on June 15. He succeeds Sir Edward Denham, who died on June 2. Sir Arthur has served in Malaya and North Borneo. He was Governor of Gambia 1934-1936.



**HASSAN PASHA NASHAAT.**

New Egyptian Ambassador in London. Previously Egyptian Minister in Berlin. Formerly Acting Director of the Royal Cabinet to the late King Fuad. Is a doctor of law and interested in prison reform. Represented Egypt on the International Prison Commission, and visited prisons when last in England.



ON THE YELLOW RIVER, WHICH HAS INTERRUPTED JAPANESE PLANS BY FLOODING: A CHINESE DUG-OUT IN A DYKE.

Earlier this month news was received that a new power was taking a hand in the Sino-Japanese War—the Yellow River. Breaches in the dykes caused during the fighting allowed flood water to pour over the Honan plains. Operations on the Lunghai railway soon came to a standstill, and it was widely believed that the Japanese had suffered heavy casualties. They were forced to retreat eastwards along the railway, leaving their Chinese opponents free to reinforce other fronts. Here we show Chinese troops who have entrenched themselves on the great dykes along the river. On page 1159 of this issue will be found an article and illustrations dealing with the work of dyke-repairing in China.



DEFENDING THE YELLOW RIVER'S BANKS: CHINESE TRENCHES WHICH WERE OCCUPIED BY SHANTUNG TROOPS; WITH A WRECKED BRIDGE IN THE DISTANCE.



THE FINAL SCHEME FOR THE KING GEORGE V. NATIONAL MEMORIAL AT WESTMINSTER: A MODEL, WITH THE HOUSES OF PARLIAMENT AT THE BACK, AND THE MEMORIAL IN THE CENTRE (BETWEEN TREES).

The Executive Committee of the George V. Memorial Fund decided on June 14 not to proceed with what has become known as the larger scheme for the memorial at Westminster, which would have involved the destruction of much property in Abingdon Street and Old Palace Yard, but to adopt the smaller scheme, advocated by the Royal Fine Art Commission, and illustrated here.



**MR. J. G. HIDES.**

Died in Sydney, aged thirty-two. Formerly Assistant Resident Magistrate in Papua and well known for explorations there, especially discovery of an unknown light-skinned tribe (illustrated in our issue of August 24, 1935). Author of "Through Wildest Papua."



**LADY MURIEL PAGET, C.B.E.**

Died June 16. Devoted to welfare and charitable work in Russia, Latvia, Estonia, Lithuania and Czechoslovakia. During the war organised the Anglo-Russian Hospital in Leningrad. Only daughter of twelfth Earl of Winchelsea and wife of Sir Richard Paget, Bt.



A STREET COVERED WITH DESIGNS IN FLOWERS AT GENZANO, NEAR ROME—INCLUDING POLITICAL EMBLEMS: AN OLD CORPUS CHRISTI CUSTOM.



ANOTHER GIANT PANDA FOR AMERICA: A YOUNG ANIMAL ON ITS WAY TO NEW YORK'S ZOO.

The giant panda has been frequently illustrated in our pages, notably one in our issue of April 23, when we showed "Mei-mei" of the Chicago Zoo being brought up by Nurse Bean. Here another young panda is seen on its way from Tibet to New York, with the Director of the New York Zoological Society.



## THE "EARTHLY PARADISE" OF THE SOUTH ATLANTIC.

"ST. HELENA" 1502-1938: By PHILIP GOSSE.\*

An Appreciation by SIR JOHN SQUIRE.

"It seems strange," says Mr. Philip Gosse, "to anyone who has been there how little people know about St. Helena and how few have stayed there. Except for a very occasional visitor who remains on the island for a while, the great majority who know it, do so only from going ashore for a few hours from one of the steamers which ply between England and Cape Colony."

"The arrival of these bi-monthly ships is the one great event in the quiet life of the islanders, for not only do they bring the mails from home or South Africa but they also bring visitors. It is reckoned by the St. Helenians that the passengers from one of these vessels spend on an average about £200 during the few hours they are on shore, and this comparatively small sum is a welcome windfall. The money goes to the boatmen who row the passengers to the shore, to the drivers and owners of the few motor-cars which take visitors up to Longwood and other parts of the island, and to the poor women who make lace, mats and necklaces of native seeds, and baskets of aloe fibre to sell to the passengers, for they have no other market for their produce. Sometimes a steamer does not arrive till nightfall, when it is too late for the passengers to go ashore, and their disappointment is shared, though for other reasons, by the islanders."

It is pathetic, for this little island (comparable in size to the Isle of Wight) has had a great and prosperous past, and has now fallen into poverty and neglect. First of all, the Suez Canal, and then the supersession of sail by steam, dealt hard blows at what used to be the Half-way House for everybody going to the East. Discovered by the Portuguese, used and ravaged by the Dutch, it was first colonised under the Protectorate of Oliver Cromwell's son, "Tumble-down Dick"; the authors of "1066 and All That" might have recorded it as his only "memorable

fruit and blossom all together. Vegetation used to be luxuriant, and might be again, if there were any planning, and the scenery is majestic. For instance, says Mr. Gosse: "The majority of passengers who land at Jamestown for a few hours on shore, after purchasing stamps at the Post Office, are hurried in motor-cars to visit the Tomb and then the abode of the great man and emperor, but very few of them go a few miles farther and see one of the wonders of the world. This is Sandy Bay, on the south or windward

beautiful. At one time the whole island was covered by similar forest, but now it has all disappeared except this last vestige. On both the steep sides of the Ridge the ruthless and rapacious flax-growers have hacked down and grubbed up wild olive, tree-ferns, cabbage-trees, lobelia, and everything else which God planted there, in order to grow their flax, which would grow just as well in many other parts of the island."

I don't know that I have ever read a history of a British colony which was so amusing, exciting and complete. St. Helena, sitting in its remote recess of the South Atlantic, with its Governor, Castle, Cathedral and all, is very rich in records; parts of Mr. Gosse's book, full of odd and original characters, minutes, motions and decrees, have the charm of the English Parish Pump transported to the tropics. All the ground is covered; Napoleon and General Cronje (who was quite as much on his military dignity as Napoleon, but hadn't to deal with Sir Hudson Lowe) receive their proportionate space, but they are not allowed to dominate the book. And I don't mind admitting that, to me, the earliest pages are not the least exciting.

For St. Helena had its Robinson Crusoe, an exile centuries older than Napoleon. There was a renegade Portuguese, called Fernando Lopez, who had renounced Christianity and fought around Goa for the Paynim against the people of his own race and faith. He and several others were surrendered to the Portuguese on condition that their lives should be spared. Albuquerque spared them, but his method of sparing would hardly pass muster at Lord's. He cut off their ears, noses and right hands and the thumbs of their left hands.

Half of them died. Lopez, on the way home, escaped at St. Helena, then a sheer No Man's Land. He dug himself a cave in the earth with his four fingers and a stump; he became a legend; provisions and live stock were left for him by ships, to which he never showed himself in person, being acutely self-conscious about his appearance; and, after years, he returned to Europe to have his sins remitted at Rome, for they were too grave for any ordinary Portuguese bishop. His only request to the Pope was that his monarch should be persuaded to let him go back to St. Helena.

That Mr. Gosse writes like a romantic, a humorist and a scholar nobody needs to be told who has read his earlier works. He grew up under the shadow of a great name. I remember when his "Pirates' Who's Who" came out his father, Sir Edmund, told me that he had been washing his hands at his club, and that an admiral at the next basin had said to him: "Hullo, Gosse, I see you've got a book out about pirates; I didn't know you wrote." The reputations by now are distinct, though I dare say Mr. Philip is the better known amongst admirals.



NAPOLEON'S ISLAND PRISON FROM 1815 UNTIL HIS DEATH IN 1821: ST. HELENA—A MAP SHOWING HIS RESIDENCE, LONGWOOD; JAMESTOWN, THE CAPITAL, WHERE HE SPENT THE FIRST NIGHT OF HIS CAPTIVITY ON THE ISLAND; AND THE BRIARS, A HOUSE WHERE HE LIVED TILL LONGWOOD WAS READY.

The discovery of St. Helena took place during a return voyage from India of the Portuguese Admiral, Joao da Nova Castella. "When at last he rounded the tempestuous Cape of Good Hope, da Nova ran his ships before the steady south-east trade wind, and it was on 21st May, 1502, the anniversary of Saint Helena, mother of the Emperor Constantine, that the sailor at the mast-head cried out, 'Land Ho!' and on the horizon could be made out a lofty island. In honour of the saint, da Nova at once christened the unknown island and new possession of the King of Portugal, Santa Helena."

Map and Illustrations reproduced from "St. Helena." 1502-1938. By Philip Gosse. By Courtesy of the Author and the Publishers, Messrs. Cassell.

coast, a place of indescribable beauty. It is half of an extinct volcano, the other half having fallen into the blue sea below. This vast arena appears suddenly, without warning. The unsuspecting traveller leaves the road and walks a short distance across a high plateau, which reminds him of the Wiltshire Downs,



THE BUILDING WHERE NAPOLEON SPENT HIS FIRST NIGHT ON ST. HELENA, RECENTLY CONVERTED INTO A MOTOR GARAGE: THE HOUSE OF MR. HENRY PORTEOUS AT JAMESTOWN—A PHOTOGRAPH TAKEN BEFORE 1865.

When Napoleon landed on St. Helena, on October 15, 1815, Longwood was not yet ready for him. "In the meanwhile," writes Mr. Philip Gosse, "Napoleon was to be lodged in Jamestown, in the house of Mr. Henry Porteous, the superintendent of the Company's gardens. It was a large white house, the largest in the town. . . . Unfortunately, this historic building was in process of being demolished, when the present writer was in Jamestown in March, 1937, to be turned into a motor garage, an inglorious ending to a famous building." On the day after his arrival Napoleon "decided he would not spend another night in the hot and stuffy little town," and he moved to The Briars (see map) until the alterations to Longwood were completed. [By Courtesy of E. J. Warren, Esq.]

act." Then it became the spoilt darling of the East India Company, which spent millions on it. It had an importance beyond that which Aden has; an importance which it can never recover until and unless war closes to us the Straits or the Suez Canal. Now it knows the depths of poverty and is one of the Empire's Cinderellas. Tristan da Cunha is "in the news" compared with St. Helena. To the ordinary Briton it is almost as remote as British Guiana and British Honduras. The ordinary Briton thinks of it as the place in which Napoleon was incarcerated; and somebody once having coined a phrase about a caged eagle on a lonely rock, and somebody else having painted a picture of it, the ordinary Briton has a conception of St. Helena as a bleak, barren and bitter place.

Mr. Gosse has been there, lived with the people, and taken photographs which are an agreeable supplement to his delightful old maps. Sailors in former days called it "The Earthly Paradise"; it is no bleak rock but an island on which English apple-trees grow ripe fruit, green

and there, laid out at his feet, is a fantastic and almost incredible abyss. . . . High above the amazed spectator and to his left runs the Ridge, the highest part of the island, with its three summits: Dian's Peak, the tallest, 2697 feet; Cuckold's Point, and Mount Actæon. The upper part of this ridge is still clothed by the primeval forest of the island, at least by what little of it has been spared by the greedy goats and more recently by the even greedier growers of New Zealand flax. This last trace of the indigenous forest is very interesting botanically and very



NAPOLEON'S GAOLER AT ST. HELENA AS HE ACTUALLY APPEARED: SIR HUDSON LOWE—AN AUTHENTIC PORTRAIT BY WYVILL, DATED 1832.

"With the death of Napoleon . . . most of the troops and many of the officials were sent away. Probably not one of them left with less reluctance than did 'The Real Martyr of St. Helena,' as Lowe has not inaptly been called. . . . The task broke Lowe's career. . . . Although a fine soldier, a good linguist, intelligent, a hard and conscientious worker, and kindly in disposition, he had not a trace of tact and had a 'pedantic insistence for trifles' which drove the inmates of Longwood almost to distraction."

(Portraits by Courtesy of the Hon. Ben Bathurst.)



AS REPRESENTED FOR PROPAGANDA PURPOSES: AN IMAGINARY PORTRAIT OF SIR HUDSON LOWE BY AN UNKNOWN FRENCH ARTIST IN 1830.

Perhaps he might next take on Mauritius. If he does, I foresee a vigorous chapter about the wanton extinction of the dodo. He hates man's ruthless extermination of things man could never create.



# THEIR MAJESTIES AT ETON AND THE PRINCESSES AS GIRL GUIDES.



THE KING AND QUEEN ATTEND MORNING SERVICE AT ETON COLLEGE CHAPEL: THEIR MAJESTIES ARRIVING ESCORTED BY THE PROVOST, LORD HUGH CECIL (LEFT); AND THE VICE-PROVOST, MR. C. H. K. MARTEN (RIGHT); WITH THE HEADMASTER WALKING WITH THE PRINCESS ROYAL BEHIND THE TWO PRINCESSES. (*The Times*.)



SALUTING AS 1000 GIRL GUIDES MARCH PAST THE KING AND QUEEN: PRINCESS ELIZABETH AND PRINCESS MARGARET MAKE THEIR FIRST PUBLIC APPEARANCE IN UNIFORM. (*P.N.A.*)



THE ROYAL FAMILY AT THE GIRL GUIDE GATHERING AT WINDSOR CASTLE: THE QUEEN WITH PRINCESS ELIZABETH AND PRINCESS MARGARET, IN GIRL GUIDE UNIFORM RESPECTIVELY, WATCHING A CRIPPLED GIRL IN THE PARADE. (*Planet*.)

On June 19 the King and Queen, accompanied by Princess Elizabeth, Princess Margaret, the Princess Royal, and the Earl of Harewood, attended morning service at Eton College Chapel. Their Majesties were following the practice of King George V., who every year on the Sunday before or after Ascot, when the Court was at Windsor, used to attend morning service at the College. After the service the King and Queen were shown over Upper and Lower School and a number of presentations were made. In the afternoon some 1000 Girl Guides marched past the King and Queen in the Grand Quadrangle of the Castle before attending the

national service in St. George's Chapel. Princess Elizabeth and Princess Margaret made their first public appearance in Girl Guide uniform at this parade. Princess Elizabeth was enrolled by the Princess Royal, President of the Girl Guides as a member of the Kingfisher Company of the Buckingham Palace Guides in December, and at the same time Princess Margaret became a member of the Leprechaun Six of the Brownies. The Guides on parade had come from each county in England, Wales, Scotland and Northern Ireland, and there were also Empire representatives and visitors from foreign countries, including Sweden and Brazil.



## PICTORIAL NEWS OF THE SPANISH WAR: CASTELLON FALLS; "THE DODGER" ESCAPES.



FRANCO'S TROOPS IN CASTELLON, WHICH LIES ON THE ROAD TO VALENCIA: PATROLS MOVING THROUGH DESERTED STREETS LITTERED WITH DEAD. (A.P.)



NATIONALIST TROOPS FIGHTING IN CASTELLON, WHERE REPUBLICAN POSTS CONTINUED TO HOLD OUT; WITH CIVILIANS APPARENTLY WATCHING FROM A DOORWAY IN THE DISTANCE. (Planet.)



CIVILIANS WELCOME THE NATIONALISTS WITH FASCIST SALUTES AND DECORATED HOUSES: IN CASTELLON AFTER ITS FALL. (Planet.)



WITH THE NATIONALIST TROOPS WHO CAPTURED CASTELLON: GENERAL MARTINEZ-ALONSO, ONE OF THE COMMANDERS IN THE SUCCESSFUL OPERATIONS. (Wide World.)



THE ESCAPE OF THE REPUBLICAN "LOST DIVISION" INTO FRANCE: MEN OF COLONEL BELTRAN'S UNIT, WHICH HAD HELD OUT BEHIND THE NATIONALIST LINES, AFTER BEING DISARMED BY THE FRENCH. (Associated Press.)



A REPUBLICAN WAR HERO: COLONEL BELTRAN (NICKNAMED "THE DODGER"), WHO ESCAPED WITH THE 43RD DIVISION INTO FRANCE. (Wide World.)

The Spanish Nationalists finally entered Castellon about June 14, but street fighting appears to have gone on for some time. Subsequently the Nationalists advanced to the River Mijares and entered Villareal and Almazora. Their casualties in these operations were reckoned at 15,000 and the Republican at 20,000. A touch of romance was lent to the fighting in Spain—where former contests have so often given rise to great guerrilla leaders—by the exploits of the Republican 43rd Division which was trapped in the Pyrenees and continued to fight behind the Nationalist lines. About June 16 the division was finally forced to retreat into France. The

French authorities arranged to transport the men back to either the Nationalist or Republican areas. Only about 300 elected for the former alternative, and the rest of them—nearly 12,000 in all—went by train to Catalonia. The commander of the division is Colonel Beltran, popularly known as El Esquinazo (which may be translated as "The Dodger"). Colonel Beltran served during the Great War as a volunteer in the French Army. He said ammunition shortage was a predominant cause in forcing the division to retire. The division were publicly thanked on their return to Catalonia and the men given a month's leave.



## AERIAL WARFARE IN SPAIN: WITH THE ITALIAN "LEGIONARY AIR FORCE."

PHOTOGRAPHS COPYRIGHT "ALA D'ITALIA," ROME.



A TYPICAL BOMBER OF THE ITALIAN "LEGIONARY AIR FORCE" IN SPAIN: A MACHINE MARKED WITH THE NATIONALIST BLACK SALTIRE; AND AN "M" ON THE TAIL, PERHAPS INDICATING THAT IT IS PILOTED BY MUSSOLINI'S SON.



ITALIAN FIGHTERS SERVING WITH GENERAL FRANCO: APPARENTLY FIAT "CR-32" BIPLANES, WHICH HAVE BEEN MUCH IN EVIDENCE IN SPAIN; AND ALSO MARKED WITH BLACK SALTIRES.



A VERY FORMIDABLE TYPE OF ITALIAN BOMBER IN USE AGAINST THE REPUBLICANS IN SPAIN: THREE-MOTOR SAVOIA "S-79" MACHINES CAPABLE OF CARRYING 8000 LB. OF BOMBS AT 280 M.P.H.



AN AERIAL VICTORY SCORED BY THE ITALIAN "LEGIONARY AIR FORCE" IN SPAIN: THE PILOT OF A FRENCH TYPE OF DEWOITINE FIGHTER, ON THE REPUBLICAN SIDE, TAKES TO HIS PARACHUTE AS HIS MACHINE CATCHES FIRE.

Recently a considerable amount of publicity has been given in Italy to the work of the Italian "legionary air force" fighting for the Spanish Nationalists. In particular, the weekly paper "Ala d'Italia" has devoted a special number to this force, in which the illustrations seen here appeared. All the photographs of fighter machines show Fiat "CR-32" biplanes. It is claimed that these machines often have the advantage over less manoeuvrable Russian-type monoplanes, even though the latter are faster. With regard to the bomber marked "M," it seems unlikely that Signor Mussolini's initial would be placed on any machine but that piloted by his son. The "legionary" bombing squadrons

were at first equipped with Savoia "S-81" machines. It was two such that crashed in French Morocco in July 1936. The first squadrons of this type, which flew from Sardinia, played an important part in 1936 in making possible the transshipping of the troops General Franco had raised in Morocco. According to "Ala d'Italia," nine "S-81" bombers were successful in keeping the straits clear of Government warships. In the Balearic Islands a few Italian aeroplanes (three Fiat fighters, one Macchi seaplane-fighter, and three Savoia "S-81" bombers) seem to have proved extraordinarily effective against the Republican landing force sent out in September 1936.



**"REGENCY" AND DESERT  
RIDING AT OLYMPIA:  
CHILDREN AND SPAHIS  
IN THE HORSE SHOW.**

THE International Horse Show at Olympia which closes to-day (June 25) has two very spectacular items; one presented by children of the Wiltshire branches of the Pony Club, and the other by a detachment of the 6th Algerian Spahis under the command of Lieut. R. de Kersaumont de Pennendreff. The children's display is a pageant of the countryside in Regency days and introduces an elopement to Gretna Green, a stage-coach "hold-up," and the eccentric Squire Mytton, who jumps the leader

*[Continued below on right.]*



"RIDING AND DRIVING IN REGENCY DAYS": AN ITEM PRESENTED BY CHILDREN OF THE WILTSHIRE BRANCHES OF THE PONY CLUB. *The Times.*

WITH A "TIGER" (URSULA BUCKLEY) PERCHED ON THE BACK: KATHLEEN CUFF AS "WALTER GIFFARD OF CHILLINGDON" DRIVING PEGGY AND PRINCESS. (*S. and G.*)



RIGHT: FEATURED IN A HIGHWAYMEN'S "HOLD-UP" EPISODE IN THE CHILDREN'S DISPLAY AT THE INTERNATIONAL HORSE SHOW: THE STAGE COACH. *S. and G.*



LEFT: TROOPERS PREPARING TO FIRE OVER HORSES LYING DOWN: AN INCIDENT IN THE 6TH ALGERIAN SPAHIS' DISPLAY. *L.N.A.*



AT THE SALUTE WITH DRAWN SABRES: THE PICTURESQUE DETACHMENT OF THE 6TH ALGERIAN SPAHIS MOUNTED ON THEIR SMALL WHITE BARBS. (*L.N.A.*)

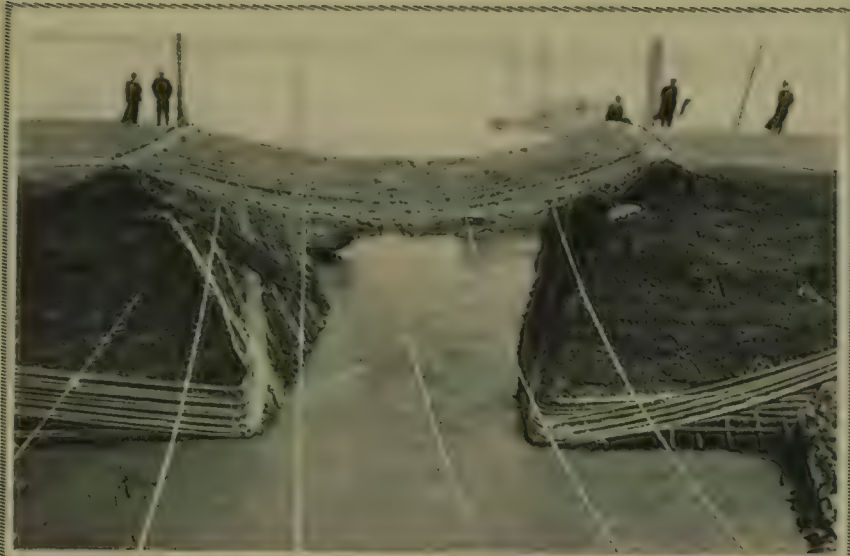


TO ESCORT THE KING AND QUEEN DURING THEIR STATE VISIT TO PARIS: THE DETACHMENT OF THE 6TH ALGERIAN SPAHIS, LED BY LIEUT. R. DE KERSAUMONT DE PENNENDREFF, ENTERING THE ARENA AT OLYMPIA. (*The Times.*)

*Continued.*  
of his tandem over a gate. There is a meet at the Fox Inn, with farmers and their wives arriving in traps, followed by the entry of hounds in full cry and a kill in the open. The detachment of the 6th Algerian Spahis will escort the King and Queen during their State visit to Paris, and their display is given by twenty-four trumpeters with drum-horse and twenty-four men. They perform various mounted evolutions, including standing in their saddles at the gallop, and a "fantasia," or gallop, while firing their carbines from the saddle.



# CHINA'S FLOOD PERILS: METHODS OF CONTROLLING THE YELLOW RIVER.



AFTER THE YELLOW RIVER (NOW AGAIN IN FLOOD) HAD BURST ITS BANKS AND CHANGED COURSE IN 1935: "REVERSAL" OPERATIONS—A "DRAGON'S NET" READY FOR CLOSING A GAP IN THE SECONDARY DYKE CONSTRUCTED.



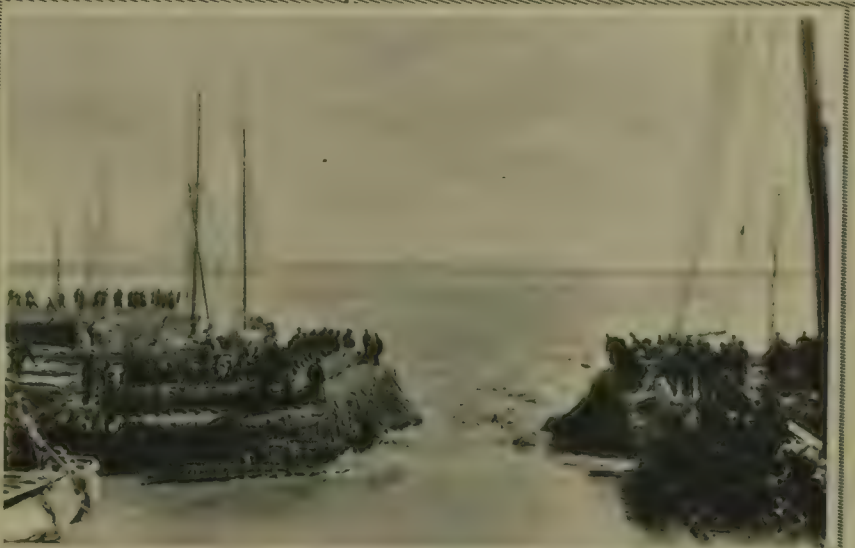
A LATER STAGE OF THE WORK SHOWN IN THE ADJOINING PHOTOGRAPH (TO LEFT): THE "PLUG" WEIGHTED DOWN BY BAGS OF EARTH TO CAUSE THE FINAL CLOSURE OF THE SECONDARY DYKE.

IT was recently suggested that the floods on the Yellow River (Hoang-Ho) might exceed the calamity of 1935, when 3000 square miles were inundated, and that the river might once more change its course, as it actually did in that year, though by great efforts it was made to revert to its previous route. Describing how this work was accomplished, a correspondent writes: "In February 1935, the Yellow River pierced the dykes near Lin, where the bed had been dangerously raised through mud deposit by the 1933 floods leaving the dykes relatively low. There the river sprang across into open country through a gap 1½ miles wide. Surging southward and eastward, levelling villages like nine-pins, it emptied itself into the sea nearly 300 miles south of its normal outlet, through an old mouth left dry some time after 1851. Some 600,000 square miles of farm land were devastated; \$75,000,000 worth of property destroyed; 4,000,000 persons beggared. Across the great gap a new wall now runs; and the river, which makes the Thames look like a stream, has been returned to its proper bed. The work began up-stream at a point above the curve where the old river bed had swung round at right angles. The new bed ran straight on. The problem lay in closing the 'straight on' run, and forcing the waters round the bend once more. . . . Hand labour and native materials alone were available. . . .

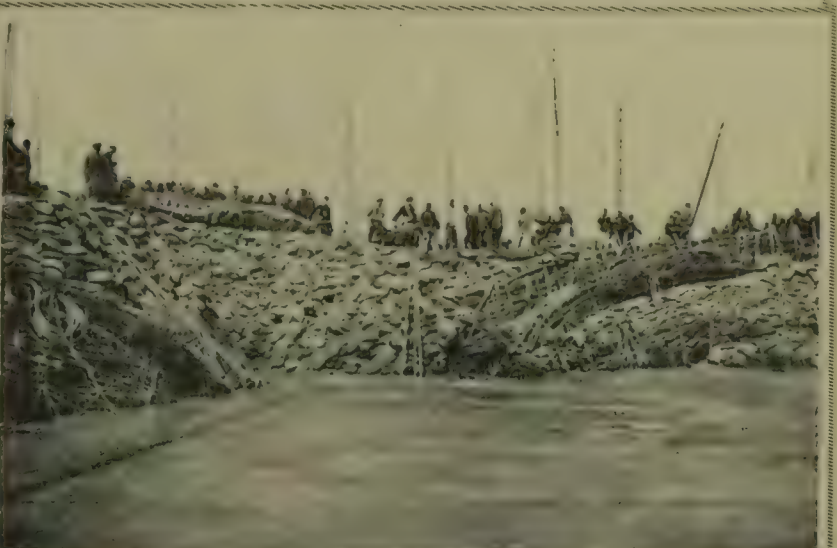
(Continued below.)



VAGARIES OF THE GREAT RIVER—FORMERLY NICKNAMED "CHINA'S SORROW"—WHICH HAS ONCE MORE CAUSED VAST FLOODS, AND HAS INTERFERED WITH THE JAPANESE CAMPAIGN: A MAP SHOWING HOW THE HOANG-HO, OR YELLOW RIVER, HAS CHANGED ITS COURSE FOUR TIMES SINCE THE YEAR 11 A.D.



A GAP IN THE MAIN DYKE CONSTRUCTED TO FORCE BACK THE YELLOW RIVER: PREPARATIONS FOR FINALLY CLOSING THE GAP, IN MARCH 1936, BY ROLLING DOWN 1000 WILLOW AND STONE "SAUSAGES" WEIGHING SEVERAL TONS.



PART OF THE 1935 OPERATIONS FOR TURNING THE YELLOW RIVER BACK INTO ITS COURSE: A VIEW FROM UP-STREAM SHOWING THE CLOSURE OF A GAP IN A DYKE BEING LOADED WITH BAGS OF EARTH.

The work proceeded rapidly and the gap shrank to 912 yards. Then the critical stage began. For this section of the dyke an inner core of kaoliang, a tall plant with a stalk akin to that of Indian corn, was provided, with the stalks set at right angles to the line of the dyke and tied together with hempen ropes, and covered by a mattress woven of willow faggots tied with steel wire and sunk beneath many loads of stone. On the top of the kaoliang core earth was wheeled. Each layer of kaoliang was anchored far back into the dyke by cables secured to willow stakes. As the gap narrowed the depth grew greater, and the torrent rushed more fiercely. The final closure took a week and was accomplished by sinking 1000 willow and stone 'sausages' parallel to the flow of the water and anchored back to the completed dyke. The 'sausages' were constructed of willow branches woven into bundles with steel wires and placed side by side. Stone placed upon them formed the inner core, and then other willow bundles were ranged up the side and on the top, the whole being tied together with hempen ropes, and forming

a 'sausage' weighing 3 to 5 tons. An anchor rope ran through the middle, and its free end was made fast to stakes. Then the 'sausage' was rolled with a plunge into the gap, where the water was now 23 ft. to 33 ft. deep. The final thrill came with the plunge of the last 'sausage.' The pent-up waters, beating in vain against the new obstruction, where hundreds of workmen rushed in to raise the dyke with bags of earth supported on willow brush, were forced back into the old channel and the reverting of the river was complete. Later a secondary dyke, built behind the first, was closed and the gap between the two filled in with earth and clay. The cost in money was \$800,000 U.S. Some 35,000 men were employed; 40,000 cubic metres of stone were transported from a distance of 100 miles, the last ten being in ox-carts; 300,000 bags of jute and clay were used, with 15,000 tons of kaoliang, 4500 tons of willows, 1000 tons of hemp rope and 2000 tons of iron wire." On page 1162 we illustrate a German model of part of the Yellow River made in 1932 for flood-control purposes.



# AMERICAN DEVICES TO CONTROL FLOODS LIKE THOSE NOW

PHOTOGRAPHS ON LEFT-HAND PAGE BY U.S. ARMY CORPS OF ENGINEERS. AIR VIEW ON RIGHT



A SECTION OF THE WORLD'S LARGEST HYDRAULIC ENGINEERING MODEL (HORIZONTAL SCALE, 1 TO 2000) AT VICKSBURG, MISSISSIPPI, U.S.A.: THE REGION NEAR GREENVILLE BENDS, WITH WOODED AREAS REPRESENTED BY WIRE SCREENS PRODUCING RESISTANCE TO FLOW EQUIVALENT TO THAT OF TREES AND BRUSHWOOD IN NATURE.



PART OF THE MODEL WITH A FLOOD POURING IN: A VIEW LOOKING UP-STREAM TOWARDS ARKANSAS (THE WHITE AREA), SHOWING ONE OF THE CONTROL HOUSES WHERE FLOOD WATERS ARE MEASURED AND REGULATED, WITH AN ENGINEER IN CHARGE, USING A TIME SYSTEM IN WHICH 5 MINUTES 24 SECONDS REPRESENT A DAY.

# AFFECTING WAR IN CHINA: MISSISSIPPI WORKS IN MODEL FORM.

BY U.S. ARMY AIR CORPS. (SEE ALSO PAGE 1159 AND ILLUSTRATIONS ON PAGE 1162)



FOR COMPARISON WITH THE MAP OF THE MISSISSIPPI VALLEY ON THE FOLLOWING PAGE AND CONTAINING PLACE-NAMES MARKED ON THE ABOVE PHOTOGRAPH: AN AERIAL VIEW OF THE GREAT MODEL (1100 FT. LONG) OF THE MISSISSIPPI FLOOD-CONTROL SYSTEM, REPRESENTING AN AREA OF 16,000 SQUARE MILES.

Referring to the possibility of a major catastrophe in China, if the floods on the Yellow River (Hoang-Ho) should spread, "The Times" stated recently: "This danger is clearly very great, for the rapid silting of the bed of the Hoang-Ho has raised it, like the Yangtze and the Mississippi, high above the surrounding country. . . . Should the dykes give way at any point, a huge cascade of muddy water breaks over villages and fields." As the conditions on the Hoang-Ho are thus somewhat similar to those on the Mississippi, it is interesting to see from the above photographs the methods of flood-prevention adopted in the Mississippi valley. The American engineer who supplied the photographs, Mr. William B. West, writes in his explanatory notes: "In order to study more closely flood-control procedure along the Mississippi, the Corps of Engineers established a great hydraulic laboratory at Vicksburg, Miss., some years ago, and here may be seen the largest hydraulic engineering model in the world. This model of the Mississippi River (as shown above in the air photograph on the right) covers the entire overflow area of the alluvial plain of the Mississippi south of Helena, Arkansas. It includes 602 miles of the main river, its

five principal tributaries, and all backwater areas—a total area of 16,000 square miles. The model itself is 1100 ft. long. Another photograph (lower left) shows one of the control houses where the flood waters entering the model are measured and regulated. In operation, 42 engineers attend the 17 water-supply lines and read the 210 gauges on the model. Flood years are represented on schedule, the daily changes in discharge of each stream being made by the operators, who also read the river gauges daily. A day in nature requires only 5 minutes and 24 seconds in the model. The form, height, and time of travel of the flood waves are recorded, and the route of the flood waters through the intricate systems of channels and reservoirs is carefully checked. Three known floods of varying magnitude have been reproduced faithfully, and the accuracy of the model has been established." Regarding the upper left illustration it is stated: "The wooded areas are simulated in the model with folded wire mesh. The wire screens produce a resistance to flow in the model which corresponds to that caused by trees and brushwood in nature." Chinese methods of controlling a river—the Hoang-Ho—are illustrated on page 1159.



# BOOKS OF THE DAY.

WHEN the light of

history is turned on the problem of European peace, it throws into striking relief the constant fluctuations of alliances in the course of ages. The opposing sides in successive conflicts were seldom the same; nations that had been foes became friends, and *vice versa*. Even within the last twenty years there have been similar reversals, which it is needless to specify. The further back we go, the more bewildering these national changes of front become. How do they happen? Are they due to individuals or groups? To personal ambitions and intrigues, or to commercial interests? If the causes were traced, it might help to prevent future collisions.

The greatest example of such international re-alignments, of course, has been that which has come about in Anglo-French relations. France, now our most loyal, steadfast and honoured ally, was Britain's Public Enemy No. 1 not only in Napoleon's time, but in earlier days. One memorable period of struggle between the two nations is recalled in "WAR AT SEA UNDER QUEEN ANNE, 1702-1708." By J. H. Owen, Commander, Royal Navy. With 6 Plates and 5 Charts and Plans (Cambridge University Press; 21s.). "These studies," writes the author, "deal simply with the naval side of the great war Queen Anne and her Allies fought 'for reducing the exorbitant power of France.' They do not cover all the ground even in the period chosen, the first seven years of a long war. I have dwelt rather on certain particular services, the great conjunct expeditions in the Mediterranean, the ways and means of securing the lines of passage at sea and preventing invasion. Despite the cramping handicaps of a rude system of manning the fleet, of ignorance about preserving food and drink on board ship, of rigid dependance on wind and weather, which make the story of deeds two centuries old sound strange in our ears to-day, I have, while putting the story together, constantly noticed a likeness to events and problems of twenty years ago." Thus, *mutatis mutandis*, this work is not without significance for modern naval strategy and administration.

Commander Owen's book strikes me as a very sound and scholarly work; a valuable contribution to our naval annals. The first two chapters give a general account of the British Navy and its administration at the period, of the naval forces and policy of France, and the system of privateering. The remaining five chapters contain a narrative of events, including the attacks on Cadiz and Toulon, the capture of Barcelona, Gibraltar and Port Mahon, Minorca, the Battle of Malaga, and the use of cruisers and convoys for protecting sea-borne trade. Then follow six useful appendices, one of them giving particulars of typical ships of Queen Anne's Navy, and some fifteen pages of notes, indicating careful and extensive documentation. Although primarily a book for those with expert knowledge of the subject, it will appeal to the general reader by its clear and easy style, and its insistence on matters of human interest concerning both officers and men. Among the leading personalities to whom there is frequent allusion are Prince George of Denmark (consort of Queen Anne and Lord High Admiral), the great Duke of Marlborough and his sailor brother, Admiral George Churchill, Lord Peterborough, and many prominent admirals, such as Sir George Rooke, Sir Clowdisley Shovell, Sir John Leake, and Sir Stafford Fairborne.

While his book, as already noted, is extremely readable, Commander Owen has obviously had in view the student of naval history, who does not need much prefatory explanation of the period, or to be reminded that the conflict in question is conventionally labelled the War of the Spanish Succession. To put the average reader on his bearings at the outset, however, it might have been well to start with the admirable summary which is delayed until page 34. "England and the Dutch Provinces," we read, "joined the Grand Alliance... with an object that was in essence defensive. They had no positive desire to see a German upon the throne of Spain; but they dreaded French dominion over Western Europe and across the Atlantic. England has always felt herself vulnerable through the Low Countries, and both Powers feared the loss of their trade in the Mediterranean and farther afield... Thus, the War of the Spanish Succession, as Professor Seeley reminds us, was the most business-like of all our eighteenth-century wars; it was waged in the interests of English and Dutch merchants whose trade and livelihood were at stake. Doubtless they also hoped for 'improvements' through gains of territory from France and Spain."

Apart from its quality as a well-told story of naval operations in the Mediterranean and on the east coast of Spain—where the shelling of Barcelona by "bomb

vessels" seems an almost topical episode—Commander Owen's book has a strong interest for its incidental glimpses of service conditions in the eighteenth century. Thus we read: "Under Anne the attractions of a privateersman's

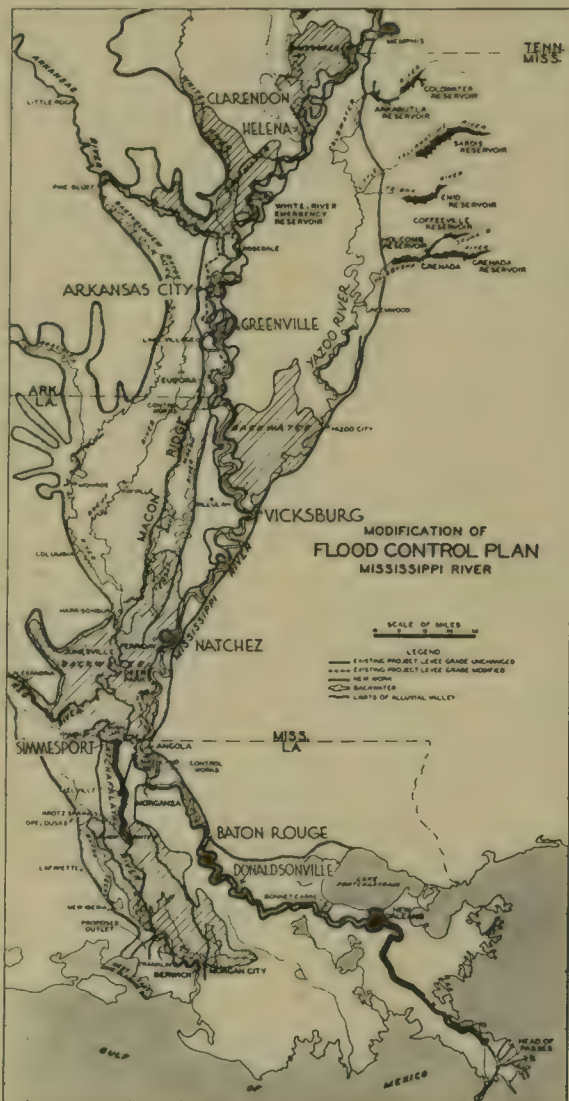
life already

drew men away from the Queen's service, and wages in merchant ships were so high as to overcome other considerations, the chance of a pension from the Chest at Chatham, for instance, or a berth in the new Royal Hospital at Greenwich, founded by Queen Mary after the battle of Barfleur. In 1705 Defoe told the House of Lords that 'it cannot be expected the sailors should covet to serve the Queen at 23s. per month, when at the same time they can have 55s. per month in the service of the merchant'; and he proposed that the pay in merchant ships should be reduced and controlled by Act of Parliament." Regarding discipline, emphasis is laid on "the mildness of punishments under Anne," as compared with those in subsequent reigns. Thus, "a normal sentence awarded by court-martial for a serious offence would be 200 or 300 lashes with a cat-o-nine-tails under George III., whereas the punishment for the same offence under Anne would be 50 or 60 lashes."

One significant comparison between the Great War and the War of the Spanish Succession relates to the question that became so vital through the German U-boat campaign: "All these years," writes Commander Owen, "half the Queen's sailors and fully two-thirds of her ships were engaged in protecting the trade of her subjects; for the general ascendancy of England and Holland at sea no more forbade sporadic attack upon their trade by the frigates and privateers of Louis XIV. than a similar ascendancy in our time made powerless the submarines of Wilhelm II. The harm done by American cruisers in the Revolution and in 1812, the British losses at the hands of the French during the long years of war that followed Trafalgar, the exploits of the Southern cruisers in the Civil War, all point the same lesson. The sea-borne trade of a maritime Power is always open to attack and must have special measures of protection."

The continued necessity for naval protection of our merchant ships, even in these days of aviation, is convincingly demonstrated in a book that gives the best popular account of our modern Navy that I have seen, namely, "WARSHIPS AT WORK." By Commander John Hunt, R.N. (ret.), and Allan Baddeley (late R.N.). With Foreword by Admiral Sir William M. James, and 40 Illustrations (John Miles; 7s. 6d.). Here we read: "The cargoes of incoming ships provide the greater part of the food we eat—forty-five millions of us. Ships bring the raw materials our industries need to give work and wage to our millions. Ships bring the oil without which Navy, Army, and Air Force cannot move. And it is the cargoes of outgoing ships, the products of our factories and mines and workshops, which pay for our food and our industries' food. Unless to our ports come laden ships, and from our ports laden ships depart, our Island Nation becomes our Island Graveyard. The inward and outward flow of cargoes could be completely stopped in war-time by an enemy fleet decisively more powerful than our own. Aircraft, some urge, will soon supersede sea transport. The Navy, they claim, is already obsolete. This island could be bombed into submission. Recent events in Spain and China do not support this view. A resolute people, such as ours, will defy the horrors of bombardment, but the bravest must bow to starvation. When the bulk of our food and raw materials reaches us by air, tens of millions of tons, it will be time to talk about the Navy being obsolete. Not before!"

Sir William James well summarises the merits of "this admirable book," as he calls it, when he writes: "It gives a vivid and accurate picture of life at sea in the Fleet, of the different types of ships which form the Fleet, of how a ship is built, manned, and taken into battle, and of those interesting customs which time cannot destroy." Among the naval customs and phrases explained is one (accompanied by an amusing yarn) which suggests that the title of Newbolt's poem—"The Sailing of the Long Ships"—might be considered not altogether complimentary. The term "a long ship," the authors point out, implies "that it is a long way between the mess and the wardroom pantry," and indicates a certain reluctance to offer visitors a drink! Another familiar phrase is explained in a passage describing how a warship's crew is awakened in the morning by Boatswain's Mates and R.P.O.s (Regulating Petty Officers). "Loud-voiced, they push in among the serried rows of sleepers, whose hammocks curve bulkily from hooks on the overhead beams, each one touching its neighbour. Shaking one sets the whole row swinging. Jostling and pushing, they cry: 'Show a leg! Lash up and stow!'" [Continued on page 1188.



AN AMERICAN FLOOD REGION COMPARABLE TO THAT OF THE HOANG-HO (YELLOW RIVER) IN CHINA, WHICH HAS CHECKED BY FLOODS THE JAPANESE INVASION: PART OF THE MISSISSIPPI'S COURSE, WITH RESERVOIRS AND OTHER FLOOD-CONTROL DEVICES—A U.S. ARMY MAP.

This map should be compared with the air photograph (on page 1161) showing a model of the flood-control system on the Mississippi. The relation between map and photograph can be seen by noting the position of various places whose names occur on both, including Clarendon, Helena, Arkansas City, Greenville, the Yazoo River, Vicksburg, Natchez, Simmesport, Baton Rouge, and Donaldsonville.



WHEN GERMAN ENGINEERS ASSISTED CHINA TO CONTROL FLOODS ON THE HOANG-HO (YELLOW RIVER): A MODEL OF A 16-KILOMETRE STRETCH OF THAT RIVER UNDER CONSTRUCTION IN THE BAVARIAN ALPS IN 1932, TO SUPPLY DATA OF INUNDATIONS.

Both the Chinese and the Japanese accuse each other of breaching dykes on the Hoang-Ho and causing disastrous floods with great loss of life. Whatever their origin, it has been pointed out, one result of Japan's invasion has been the ruin of a vast amount of constructive work undertaken by the Chinese Republic to control the great rivers. The above photograph, reproduced from our issue of December 3, 1932, shows part of this work then in charge of German experts, who were called in after terrible floods in China in the previous year. Our note on the subject stated: "German engineers are making experiments on the model river illustrated, at the Research Institute for Hydraulic Engineering at Obernach. Here, in the Bavarian Alps, they have constructed a section of the river, and are observing trials made with it, so as to gain data as a basis for regulating its counterpart in China." The central channel in the scale-model represents a 10-mile stretch of the river, and in it is being placed scientifically constituted "mud" corresponding to the soil of the actual river banks. (Wide World.)

(See illustrations on page 1159.)





(Upper) THE 2ND CRUISER SQUADRON TAKING STATION AHEAD OF THE BATTLE FLEET: H.M.S. "CORNWALL" STEAMING TO HER NEW POSITION WITH THE ANTI-AIRCRAFT GUNS OF THE "SHEFFIELD," ONE OF OUR LATEST CRUISERS, SEEN IN THE RIGHT FOREGROUND.

(Lower) LEAVING WEYMOUTH BAY: H.M.S. "RAMILLIES," IN THE SECOND DIVISION OF THE 2ND BATTLE SQUADRON, SEEN AHEAD OF THE 2ND CRUISER SQUADRON.

On the morning of June 21 the King boarded the "Nelson" and made the signal to weigh anchor and proceed to sea. As the Fleet steamed out of Weymouth Bay, H.M.S. "Rodney" was astern of the "Nelson" and on the port beam were the battleships "Royal Oak," "Royal Sovereign," "Revenge," and "Ramillies." Astern of "Ramillies" were the 2nd Cruiser Squadron.

When clear of the Bay the ships took up their action formation—the Cruiser Squadron taking station ahead of the Battle Fleet and the six battleships forming single line. H.M.S. "Cornwall" was completed in 1928 and has since been reconstructed. Her main armament consists of eight 8-in. guns. The "Sheffield," completed in 1937, has twelve 6-in. guns. (C.P. and Planet.)





1. TAKING POSITION FOR A TORPEDO ATTACK ON THE BATTLE FLEET LED BY THE KING: DESTROYERS OF THE 4TH AND 6TH FLOTILLAS ADVANCING.
2. WITH THE KING ON BOARD, AND FLYING THE ROYAL STANDARD: H.M.S. "NELSON" (FLAGSHIP) RETURNING TO WEYMOUTH, SEEN FROM THE "ROYAL OAK."
3. BATTLESHIPS DURING THE FOG THAT PREVENTED FIRING ON THE TARGET-SHIP "CENTURION": THE "REVENGE" SEEN FROM THE "ROYAL SOVEREIGN."

As the Home Fleet steamed out of Weymouth Bay for exercises on June 21, H.M.S. "Nelson" (flagship) with the King on the Admiral's bridge, was accompanied by five other battleships—"Rodney," "Royal Oak," "Royal Sovereign," "Revenge," and "Ramillies." The first action practice was a massed torpedo attack on the Battle Fleet, supposedly in action with an enemy Battle Fleet, by the 4th and 6th Destroyer Flotillas. The 6th Flotilla, counter-attacked by

cruisers and destroyers, discharged torpedoes at longish range, but the 4th Flotilla fired 144 torpedoes from a range of only 4000 yards. The battleships turned and twisted to avoid them. The "Nelson" and "Rodney" were each adjudged to have been hit three times. Fog necessitated cancelling the projected battle practice on the radio-controlled target-ship "Centurion." After the exercises the Fleet returned to anchorage in Weymouth Bay. (Photographs by "The Times," Fox Photos, and L.N.A.)



## THE HOME FLEET AT SEA: H.M.S. "ROYAL OAK" AHEAD OF "RAMILLIES."



Do not cut along this edge, but unfold the Panorama overleaf.

ONE OF OUR MOST FAMOUS BATTLESHIPS, WHICH THE KING ARRANGED TO INSPECT: H.M.S. "ROYAL OAK" AS SEEN FROM THE AFTER-DECK OF THE "RAMILLIES" WHILE STEAMING IN PORT QUARTER-LINE ON MANŒUVRES.

It was arranged that during the King's visit to the Home Fleet in Weymouth Bay (June 20-22) his Majesty should lead the Fleet to sea in H.M.S. "Nelson" to see battleships, cruisers and aircraft at target practice against the target-ship "Centurion." While on the way to the firing area the Fleet was to be attacked by aircraft and destroyers and a demonstration given of anti-aircraft firing against Queen Bee radio-controlled aircraft. The "Ramillies" and the "Royal Oak" form part of the 2nd Battle Squadron, included in these manœuvres, and the King arranged to inspect the latter on June 22. The "Royal Oak" has

been refitted twice, in 1922-24 and in 1934-36, and was completed in 1916. Both battleships are armed with eight 15-in. guns, while the "Royal Oak" has eight 4-in. A.A. guns and the "Ramillies" four, besides multi-machine-guns. Another point of interest is that the deep bulges extend almost up to the battery. Among the individual ships and establishments that his Majesty was expected to visit were the Anti-Submarine School; H.M.S. "Southampton," flagship of the Second Cruiser Squadron; and the "Aurora," bearing the broad pendant of the Commodore D, commanding Destroyer Flotillas of the Home Fleet.

Photograph by Keystone.



## PREPARED FOR INSTANT ACTION: SHIPS OF THE 2ND BATTLE SQUADRON.



(Upper Photograph) A UNIT OF THE SECOND BATTLE SQUADRON AT SEA: H.M.S. "REVENGE," ONE OF THE BATTLESHIPS THE KING ARRANGED TO LEAD TO TARGET-PRACTICE.

(Lower Photograph) SHIPS OF THE SECOND BATTLE SQUADRON STEAMING IN LINE AHEAD ON MANŒUVRES: H.M.S. "ROYAL OAK," "REVENGE," AND "RAMILLIES" (IN FOREGROUND).

H.M.S. "Revenge," "Royal Oak" and "Ramillies" are units of the 2nd Battle Squadron, which the King arranged to lead to sea in H.M.S. "Nelson" for battle-practice on June 21 during his visit to the Home Fleet. All are armed with eight 15-in. guns, and both the "Royal Oak" and "Revenge" have

undergone a refit since 1934. This class of battleship, unlike the "Nelson" and "Rodney," are inclined to "take it green" during rough weather owing to their reduced freeboard, but are, nevertheless, very efficient ships. The "Royal Oak" and "Ramillies" carry aircraft, with a catapult, on "X" gun-turret.

Photographs by Keystone.



## A BRANCH OF THE NAVY THAT INTERESTS THE KING: THE FLEET AIR ARM.



(Upper Photograph) TAKING-OFF FROM THE FLIGHT-DECK OF H.M.S. "COURAGEOUS": A FLEET AIR ARM "NIMROD" FIGHTER LEAVING THE PARENT-SHIP FOR EXERCISES.

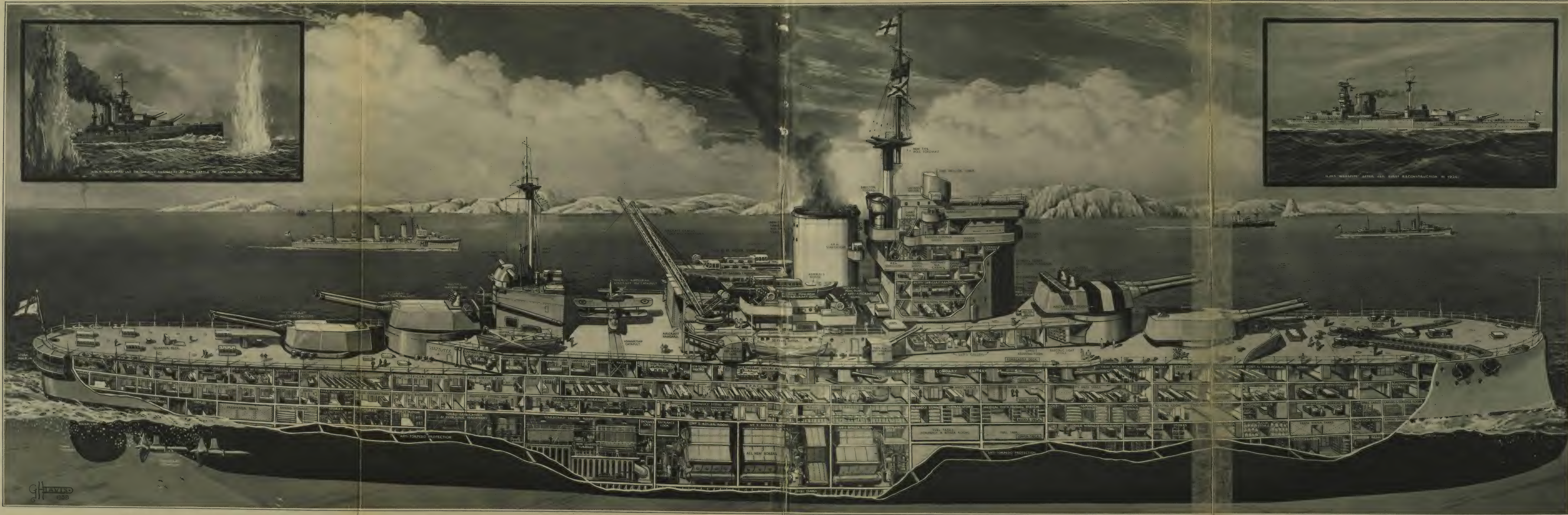
(Lower Photograph) AN AIRCRAFT-CARRIER'S "BROOD" WAITING TO TAKE OFF: A VIEW OF THE FLIGHT-DECK OF H.M.S. "COURAGEOUS" DURING MANOEUVRES.

The programme of the King's visit to the Fleet included an attack by machines of the Fleet Air Arm on the battle fleet and bombing practice against the target-ship "Centurion." Our photographs were taken in the Aircraft-Carrier "Courageous" and the top picture shows a "Nimrod" fighter of the Fleet

Air Arm flying off the flight-deck. In the centre can be seen the wind-screen, used to shelter aircraft on deck, folded back and, on each side, the catapults by which the machines are launched when the ship is in harbour. The steam-jet indicates when the "Courageous" is head on to the wind.

Photographs by Charles Brown.





HOW A VETERAN BRITISH BATTLESHIP HAS BEEN MADE INTO ONE OF THE MOST UP-TO-DATE NAVAL UNITS IN THE WORLD: A SECTIONAL DRAWING OF THE RECONSTRUCTED "WARSPITE", AND (ABOVE) PREVIOUS STAGES IN HER LONG CAREER.

The "Warspite" was originally laid down in 1912 as a heavily armoured fast battleship of 31,100 tons and a speed of 25 knots. She was completed at a cost of £2,524,148 in March 1915. She and her sister ships of the "Queen Elizabeth" class, all proved themselves admirable vessels. During the war the "Warspite" served as a unit of the 5th Battle Squadron and played a glorious part in the Battle of Jutland. Soon after 6 p.m. on that memorable day, when the squadron under Rear-Admiral Evan Thomas was forming up, the remainder of the Battle Fleet under heavy fire, the "Warspite" was hit by a shell and her steering gear jammed. She lost her line, and described a great circle towards the German ships. Several of these, some say six, others eight, concentrated upon her.

she fought them all. She was completely hidden by the great fountains of water sent up by the heavy German shells striking the sea all around her, and it seemed impossible that she would survive; but suddenly from the midst of this turmoil she emerged, with her helm acting once more, not seriously damaged, and hitting back at her foes with all her mighty guns. In 1924-6 she was subjected to considerable reconstruction. Her profile was entirely altered by the remodelling of her control-tops and her funnels trunked into one large funnel. In addition she was given modified bulges against torpedo attacks, her anti-aircraft armament was doubled, two of her under-water torpedo tubes were removed, and she was provided with a catapult for launching aircraft. That reconstruction cost

approximately £634,663. Now she has completed a second reconstruction, this time a very drastic one, in which she has been practically converted into a new ship at a cost of over £2,500,000, which is only slightly less than her original cost in 1915. She has been completely altered outwardly and in her interior. She has been provided with enormously increased protection against torpedoes, bombs and plunging fire, and her internal accommodation has been changed and brought thoroughly up to date. Her new 15-in. guns are capable of greater elevation. Though she is faster to-day than when she was originally built, the increased efficiency of her new boilers has made it possible to do away with one boiler-room altogether, whilst the provision of the latest-type turbines has increased

her power. The remaining under-water torpedo tubes have been removed. To provide for the modern fire-control system (which is much more complicated to-day than twenty-three years ago) she now has a complete "block of flats" in place of the numerous bridges formerly clustered round her mast. She now has stowage for two aeroplanes in her hangar and another can be carried, if necessary, on her catapult cradle. Her main boats are now speed-boats, and even the Admiral's barge is capable of about 30 knots. Her tonnage is about the same, but she is an immensely superior ship to what she was twenty-three or even ten years ago. It is said that the new sister, the "Queen Elizabeth," at present in dockyard hands, will emerge even a finer and more up-to-date vessel than the "Warspite."

DRAWN BY OUR SPECIAL ARTIST, G. H. H. DAVIS, BY KIND PERMISSION OF THE ADMIRALTY.



## SCREENING THE FLEET FROM ATTACK: DESTROYER TACTICS IN DEFENCE.



BLACK AND SILVER: A DESTROYER LAYING A SMOKE-SCREEN TO FRUSTRATE A TORPEDO ATTACK SUCH AS THE KING ARRANGED TO WITNESS DURING HIS VISIT TO THE HOME FLEET.

Included in the programme arranged for the King's visit to the Home Fleet was a demonstration of torpedo attacks on the battle fleet by two flotillas of destroyers, besides an air attack by machines of the Fleet Air Arm. The above photograph shows a method by which such attacks can be frustrated by the fleet's destroyer screen and the movements of the fleet concealed from a hostile formation. A destroyer is seen laying a smoke-screen between an attacking-force and its own fleet and is driving ahead at full speed with dense clouds of black smoke pouring from its funnels. A smoke-screen such as this is created by using cold fuel-oil in the furnaces, which causes imperfect combustion, with the result that a dense smoke is formed. Another type of screen, resembling

a natural fog, is formed by means of the chlorosulphonic acid method, which results in a condensation of atmospheric moisture. The latter method is operated in the stern of the ship. The Royal Navy's destroyer strength will be considerably increased this year by the addition of sixteen new ships of the "Tribal" class. These destroyers are of 1850 tons displacement and the largest British vessels in this category yet built. Their armament consists of eight 4·7-in. guns, mounted in pairs, and four torpedo-tubes. Next year, it is expected, fourteen destroyers of the "Javelin" class will be completed. These ships are armed with only six 4·7-in. guns, but their torpedo armament is exceptionally powerful—ten tubes, in two sets of five.

Photograph by Charles Brown.





WITH THE 2ND CRUISER SQUADRON DURING THE EXERCISES OFF WEYMOUTH: (UPPER PHOTOGRAPH) CATAPULTING A "WALRUS" AMPHIBIAN FLYING-BOAT INTO THE AIR; WITH BATTLESHIPS SEEN IN THE DISTANCE, INCLUDING THE "NELSON" (IN THE CENTRE); AND (LOWER PHOTOGRAPH) CRUISERS OF THE 2ND SQUADRON.

One of the many interesting features of the naval exercises off Weymouth on June 21 was the appearance of the 2nd Cruiser Squadron, composed for the most part of vessels of the "Southampton" class, our latest type of large cruiser. At the beginning of the exercises this squadron went ahead of the Battle Fleet, each ship catapulting an amphibian aeroplane as she passed. The "Southampton" class

cruisers have their catapults fixed athwartships, and two hangars are provided, one on either side of the fore-funnel. Each ship carries two aircraft. In this case "Walrus" amphibians were sent into the air, and a flight of these machines passed over the battleships and dipped in salute when abreast of the "Nelson," in which the King led the Fleet to sea. (Photographs by Keystone and Associated Press.)



# A WIRELESS-CONTROLLED "QUEEN BEE" BROUGHT DOWN: NAVAL ANTI-AIRCRAFT GUNNERY SUCH AS THE KING SAW.



REMARKABLE PHOTOGRAPHS  
(TAKEN WITH A LONG-FOCUS LENS)  
THAT CONSTITUTE A PROOF OF THE  
ACCURACY OF THE NAVY'S ANTI-  
AIRCRAFT GUNNERY.

1. A WIRELESS-CONTROLLED  
"QUEEN BEE" TARGET AERO-  
PLANE FALLING AFTER A HIT  
FROM H.M.S. "SHEFFIELD"; WITH  
ONE WING GONE.

2. THE "QUEEN BEE" HITTING  
THE SEA AT A GREAT DISTANCE  
FROM THE "SHEFFIELD."

3. THE REMAINS OF THE "QUEEN  
BEE" FLOATING ON THE WATER,  
SEEN FROM THE SALVAGE CRAFT.

4. H.M.S. "SHEFFIELD," FIRING  
AT THE "QUEEN BEE"; A  
CRUISER WHICH FIGURED IN THE  
EXERCISES ON JUNE 21.

*Photographs, Keystone.*



Observers agree that the most spectacular events of the programme carried out when H.M. the King led the Fleet to sea on June 21 were the flights made by the "Queen Bee" wireless-controlled aeroplanes. The cruiser "Newcastle" carries the "Queen Bees." The aeroplanes have a wooden figure in the pilot's seat instead of a human being. They are shot into the air by a catapult. On this occasion, the aeroplane flew into the range of the 2nd Cruiser Squadron, and the "Southampton," "Glasgow," and "Sheffield" attacked her with their high-angle guns,

at a height of 8000 ft. They made good practice and, nearly at the end of the machine's fourth run, the "Southampton" and "Glasgow" both scored direct hits. A stream of escaping petrol was seen; the engine flew in one direction and the fuselage broke up and the remains crashed into the water. A second "Queen Bee" was also sent up for a demonstration of close-range firing. The photographs on this page, taken, of course, on a previous occasion, show a "Queen Bee" actually hit and breaking up in the air, and in this respect are probably unique.



# "THE DANCE" IN ART: AN EXHIBITION FOR BALLETTOMANES AND OTHERS.



IN "THE DANCE"—AN EXHIBITION OF PICTURES AND SCULPTURE AT THE LEICESTER GALLERIES: "RÉPÉTITION DE DANSE": BY MARIANO ANDREU.



A SPIRITED "CARNIVAL SCENE" BY GAVARNI; LENT TO "THE DANCE" EXHIBITION BY MR. WILLIAM WALTON, THE COMPOSER.



A CHARMING PAINTING OF DANCING FIGURES; BY MARCELLUS LAROON (1653-1702). (Lent by Osbert Sitwell, Esq.)



"DANSEUSES"; BY J. L. FORAIN.



"PAVLOVA TAKING A CALL"; BY DAME LAURA KNIGHT, R.A.



"DANSEUSES"; BY E. DEGAS.



"KARSAVINA IN 'L'OISEAU DE FEU'"; BY J. E. BLANCHE.

"The Dance," the Exhibition at the Leicester Galleries, is of the greatest interest at the moment, coinciding as it does with the season of Ballet at Covent Garden. The artists represented include Longhi, who inspired Massine's ballet of "The Good-Humoured Ladies"; Lavery, whose portrait of Pavlova is exhibited; and Andreu, who did the *décor* for "Don Juan" in the Ballets Blum season. There is a beautiful Lami (dated 1837) as well as a Gavarni, lent by William Walton. Degas is

represented by another delightful study of a dancer in addition to the painting reproduced here. Other outstanding things in the Exhibition are the study of Taglioni, by Lane after C. Bouvier; a "Danseuses dans les Couloirs," by Suzanne Elsendieck; a "Danseuse devant le Rideau," by Dietz Edzard; a particularly interesting painting of a Fête at St. Cloud, by Gabriel St. Aubin; and two works by Sickert entitled "Vivent les Nuits d'Orgie . . ." and "The Wheatseaf."

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# The World of the Kinema.

By MICHAEL ORME.

## FROM EIGHT TO EIGHTY.

**D**RAWN into heated argument with a friend who cannot be described as an indiscriminate film fan, but who can, and does, appreciate a good picture as well as the next man—even a trifle better, for his judgment is backed by taste—I found myself emerging from the conflict with much food for thought. "Screen entertainment," said he, "amuses me because of its absurdities and its thrills. I cannot take it seriously." Here was my opportunity to mount my battle-horse and to defend the point of view that if only more of us would take the shadow drama seriously, support the good wholeheartedly, and cease to tolerate the bad in an amiable "all in a day's work" attitude, the intellectual progress of the kinema would be appreciably furthered. To counter this attack, my friend advanced his carefully considered opinion that, taking the output of the industry in the aggregate, the intellectual progress of the moving picture was negligible, restricted to isolated examples, and that furthermore the craft of the screen was inherently and fundamentally opposed to persuasion into intellectual channels. Nor could he be brought to perceive in the kinema a possible platform for any genuinely valuable contribution to serious thought. Thoroughly in disagreement with him as I was on his basic thesis, I found it difficult to refute his general deductions in entirety. I do not myself admit the impracticability of using the kinematic medium for the discussion of serious problems, even when such discussion precludes the constant action that is at present regarded as a vital necessity on the screen. A "conversation piece" should be as enjoyable in the kinema as in the theatre—more so, perhaps, since the question of audibility has been mechanically removed from the actor's capacity or inclination for "speaking up." I can see no reason why the moving picture, having acquired the power of speech in addition to movement, should be indefinitely condemned to minimise the former whilst developing the latter endowment to the top of its bent. Or, if I see the reason, I contend that it should not be sought in the kinematic medium itself, but rather in the policy of the studios, which in its turn is dictated by financial

the result is a decision to proceed along the line of action pictures. Melodrama, adventure pictures and the like are, it would appear, what the public prefers at present, according to the producers' gauge. An article in the *New York Times* by Mr. Frank Nugent contains interesting commentary on the mood of the moment in Hollywood. Warner Brothers announce a series of action pictures of

which the big Technicolor production, "The Adventures of Robin Hood" (with Mr. Errol Flynn as the altruistic outlaw), would seem to be a shining example, "well done, but in the good old movie style, full of chases, excitement and melodrama." (I quote Mr. Hal B. Wallis, of Warners, as reported in the *New York Times*.) Mr. Ernest Lubitsch "cannot afford to be subtle this year, for audiences want their humour broad." But it is Mr. Walter Wanger who has coined the most illuminating phrase in declaring that "the Hollywood system requires attractions of equal appeal to all classes, races and ages," from eight to eighty.

How stupendous is the task that Mr. Wanger has set himself, and what paeans of praise will ring in his ears if he succeeds! He can, of course, point to the indisputably kinematic nature of the films which, beyond all argument, are of universal appeal and for all ages, the Chaplin films and the Disney cartoons first and foremost. They are in a class by themselves, but to them we may each contribute a handful of pictures from our list of favourites, nor would I be surprised, judging by advance news, to find "The Adventures of Robin Hood" added to the collection. Obviously, the production designed and equipped for a world tour must be one of action, of fine showmanship; possibly, though not necessarily, of sensational spectacle, certainly not a "conversation piece," and therefore not a vehicle for serious thought, however intelligently made. There are one or two exceptions, such as "It Happened One Night," whose triumph no one could foresee or explain. But I doubt whether even "It Happened One Night" appealed to the eight-year-old!

No film-goer will quarrel with breezy adventure, inspired showmanship, or even "the good old movie style" on the screen. Nothing is more enjoyable or more tonic in its effect than a grand galloping Westerner, whilst spectacle is the legitimate business of a form of entertainment with such unlimited powers as the kinema possesses. Nevertheless, this "eight to eighty" slogan suggests a limitation of the screen's scope that is discouraging to those of us who—midway between youth and age, shall we say?—deplore a policy opposed to intellectual progress.

In drawing attention to the quality of the French productions seen in London, I risk the reproach of irksome

A LEADING DANCER IN THE SEASON OF BALLET AT COVENT GARDEN: IRINA BARONOVA, WHO IS REMEMBERED FOR HER LOVELY RENDERING OF THE FIANCEE IN "SYMPHONIE FANTASTIQUE"; AS SHE APPEARS IN THE BALLET "COQ D'OR."



IRINA BARONOVA IN "LES CENT BAISERS": A SCENE FROM THE BALLET WHICH IS INCLUDED IN THIS YEAR'S REPERTOIRE AT COVENT GARDEN; THE MUSIC BEING BY FREDERIC D'ERLANGER AND THE CHOREOGRAPHY BY NIJINSKA.

The Season of Ballet at Covent Garden opened on June 20 with "Les Sylphides," "Le Coq d'Or" (a ballet which has been a great success in America), and "Aurora's Wedding," the traditional ballet for the first night of the season. Most of the old favourites are represented in the repertoire and the choreographers include Ashton, Balanchine, Fokine, Lichine, and Nijinska. Three entirely new productions are also included—namely, "Cendrillon," with music by Frederic d'Erlanger; "Protée," with music by Debussy; and "La Nymphs Endormie," with music by Couperin.

considerations. So long as the screen remains the provider of mass-entertainment, and only mass-entertainment, so long as films on which fortunes have been spent represent a dead loss unless they appeal to every type of mentality in every quarter of the globe, the common denominator by which the film-makers are guided can scarcely be expected to rise above a long-established level. Nor does any occasional slackening of the public's interest in the film menu of the moment suggest to the magnates a loop-hole for real experiment. Experiments are, not unnaturally, regarded as dangerous and costly, for they may not be supported except by the minority, and minorities are no use to a trade that caters for the multitude.

Though recent discussion of the star-system and salaries, as well as reports of an "economy wave" in Hollywood, have found their way into the Press, none can doubt the Film City's capacity for riding out any storm. Indeed, the leading companies' schedule for the coming season is impressive enough, both as to size and stars, to prove their strength. At the same time, a revision of their programmes has taken place and



A BALLET WHICH HAS PROVED A NEVER-FAILING FAVOURITE, AND WAS GIVEN ON THE OPENING NIGHT OF THE COVENT GARDEN SEASON: TATIANA RIABOUCHINSKA IN "LES SYLPHIDES."



THE "SYMPHONIE FANTASTIQUE," WHICH HAS BERLIOZ'S MUSIC: A STRIKING SCENE OF THE JUDGES; WITH BORISLAV RUNANINE, ROBERT BELL, AND S. VLASSOF.

repetition only to ask whether the solution of a financial problem cannot be found in the Little Kinema. Though admittedly such foreign films as find their way abroad are hand-picked from a quantity of pictures which would not, presumably, make the grade, they continue to arrive in a steady flow and to delight the "specialised audiences" that are of sufficient numerical strength to ensure runs of sometimes phenomenal length. These Continental productions are not, with few exceptions, launched with a publicity flourish of fabulous sums spent on their making. They subscribe to no policy that excludes experiment, freshness of attack or defiance of convention. Yet obviously there is a public for them large enough to encourage their creators. Are we to suppose that films of the same calibre made in England—or in America, for that matter—would fail to enjoy a similar support? I cherish the hope of seeing the Little Kinema doing for the screen the work that the Little Theatres have done for the stage in London and New York. The Little Kinema established for the benefit of the English-speaking screen play might do much to further the cause of the picture economically made with no eye on the world markets, the film of ideas, the out-of-the-ordinary production that may not appeal to the eight- or the eighty-years-old, but will answer a want that, I am persuaded, does exist somewhere.

I shall be told that the first step towards a modest home for the British (or American) progressive film will cost more than the experiment is worth. But with the recognition of an existent demand the supply would be rapidly forthcoming.



# A "MAN-EATING" KING: PROOF OF SUMATRAN HUMAN SACRIFICE.

By DR. F. M. SCHNITGER, CONSERVATOR OF THE MUSEUM OF ANTIQUITIES AT PALEMBANG, AND LEADER OF THE DUTCH EAST INDIAN ARCHAEOLOGICAL EXPEDITIONS TO THE INTERIOR OF SUMATRA.



In a previous illustrated article on his pioneer discoveries in Sumatra, in our issue of November 20 last, Dr. Schnitger mentioned the gruesome practices of the Bhairawa sect, in connection with a temple in the northern part of the island. "The members of this religion [he then wrote] worshipped their gods with horrible ceremonies, preferably by night and in cemeteries. There they had themselves initiated as gods while standing on heaps of human corpses, in the midst of flames." Here he describes a grim relic of the cult found in the south.

AT Sungei Langsat, on the northern bank of the Batang Hari, one of the three big rivers intersecting South Sumatra like so many serpents, a gigantic image was discovered. A terrifying figure, it represents the Malay ruler, Adityawarman, with a knife and a skull in his hands and serpents twined about his ankles, wrists, upper arms, and in his ears, standing on a recumbent human body, which in turn rests on a pedestal of eight huge grinning skulls. The image, which was made in the middle of the fourteenth century, represents Adityawarman at the height of his power. The king had spent his youth at the Javanese Court of Madjapahit, where he came into contact with the Bhairawas or Terrible Ones, a mystic sect of demonic Buddhism, with Sivaite elements, which had originated about the sixth century in the eastern part of Bengal. From thence it spread over India, penetrated Tibet, and advanced towards China, Mongolia, and Japan, where it still exists in a degenerated form. It also penetrated Outer India and the Indonesian Archipelago, at first entering Sumatra, where it reached its culmination in the eleventh century, and spreading thence to Java. In the time of Adityawarman its converts included the rulers at the Javanese Court, a fact which in turn stimulated the final revival of demonic Buddhism in Sumatra. The Bhairawas sought their highest bliss in mystic union with their supreme god. In order to attain this they sacrificed human beings, and, standing on the victims' bodies, allowed themselves to be initiated as gods. In this ceremony the drinking of blood played an important rôle, since blood was

AN OLD SUMATRAN FORM OF CANNIBALISM—DRINKING HUMAN BLOOD FROM SKULLS—RECORDED IN SCULPTURE: GRINNING SKULLS CARVED ROUND THE BASE OF KING ADITYAWARMAN'S STATUE (SHOWN BELOW).



HOLDING A KNIFE AND SKULL, WITH SNAKES ON HIS EARS, ARMS, WRISTS AND ANKLES: KING ADITYAWARMAN—A 4-TON STATUE 14½ FT. HIGH.

In the river below a sturdy raft lay ready to receive the massive stone. One's thoughts went back through the centuries to the time when an army of engineers and workmen pushed the sacred image to the river's brink. They must have been filled with a terrible fear at the thought that the statue might break and the angry god descend in a flaming cloud to destroy them all. It took many days before the colossus was rowed up-stream from Sungei Langsat to Sungei Dareh. There it was loaded on a motor-lorry and transported to Sidjundjung. During the transportation a terrible storm arose and a great tree fell directly in front of the lorry, almost crushing the image in its fall. It was as if the spirit of the departed king were protesting. In Sidjundjung it was set up against a background of bougainvillæa and the rosy colour seemed to penetrate the hard stone. Every evening at sunset the image assumed a mysterious, soft-glowing hue, as though it yearned to absorb the light. Some months later it was decided to bring the image to Fort de Kock, where there is a fine museum with a zoological garden. The strongest motor-lorry was selected. First the three-ton pedestal with the skulls was transported; then the four-ton statue itself. In the zoological garden it was set on a hill facing Merapi, Sumatra's sacred volcano, mentioned in ancient legends. On its flaming summit once descended Iskander Zulkarnain, the first king of the Malays. Image and mountain now regard each other; there is a mystic communion between the two. The glory of Sungei Langsat has long departed; the great image has been removed, and the temple is fallen into ruins... over the desolate jungle on the Batang Hari descends the warm Sumatra night with its multitude of stars in a clear sky.



RECORDING HUMAN SACRIFICE IN FOURTEENTH-CENTURY SUMATRA: THE STATUE'S FEET, WITH RINGS ON THE BIG AND LITTLE TOE, AND SNAKES TWINED ROUND THE ANKLES, STANDING ON AN OLD MAN'S CORPSE LYING ON A LOTUS, NOW MOSTLY BROKEN.



# A LONDON EXHIBITION OF TREASURES OF OLD FURNITURE AND SILVER.



A BRACKET CLOCK WITH MOVEMENT BY THE WELL-KNOWN MAKER, JOHN KNIBB, OF OXFORD (c. 1695).



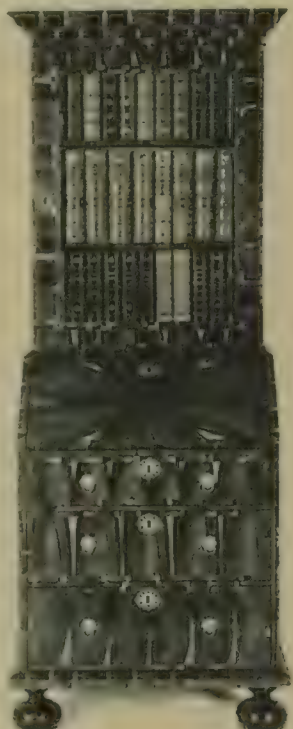
A RARE CASKET OVERLAID WITH IVORY PLAQUES; WITH TENTH- OR ELEVENTH-CENTURY DESIGNS OF HERCULES' EXPLOITS.



ANOTHER NOTABLE CLOCK: A QUEEN ANNE PIECE BY THOMAS TOMPION AND EDWARD BANGER (c. 1705).



AN ELIZABETHAN SILVER MASTERPIECE: A COCONUT CUP, MADE BY PETER QUICK, OF BARNSTAPLE (c. 1580). (Height: 9 in.)



A RARE WILLIAM AND MARY BUREAU; SHOWING A REMARKABLE USE OF FIGURED LABURNUM WOOD FOR VENEERING. (Height: 6 ft. 5 in.)



ANOTHER RARE WILLIAM AND MARY BUREAU (c. 1700): AN EXAMPLE OF EXCEPTIONALLY FINE FIGURED WALNUT VENEERING. (Height: 5 ft. 6 in.)



A SEVENTEENTH-CENTURY GILT CUP ASSOCIATED WITH GUSTAVUS ADOLPHUS, WHOSE PORTRAIT SURMOUNTS THE COVER. (Height: 14 in.)



THE "AGE OF WALNUT" AT ITS GREATEST: A MAGNIFICENT GEORGE I. BOOKCASE OF ABOUT 1720. (Height: 7 ft. 6 in.)



THE BEAUTY OF JACOBEOAN WOODWORK: AN OAK DOLE CUPBOARD OF ABOUT 1610, DECORATED WITH INTRICATE CARVING. (Height: 3 ft. 1 in.)



A WILLIAM AND MARY BUREAU DECORATED WITH FLOWERS IN BRILLIANT COLOUR ON A BLACK GROUND (c. 1690). (Height: 6 ft. 7 in.)

The ninth Annual Exhibition at Messrs. Mallett and Sons' Galleries at 40, New Bond Street, is mainly notable for its old English furniture, silver and clocks, but it also contains Chinese and Sèvres porcelain and some fine pieces of foreign silver. The proceeds of the entrance money are given to the National Art-Collections Fund. Space does not permit of our describing in detail the selection

of exhibits illustrated here, but a few words with regard to the German seventeenth-century cup may be of interest. It is one of a series associated with Gustavus Adolphus, by Paul Birckenholtz, Master of the Goldsmiths' Guild of Frankfurt (1589-1592). Round the rim is a Dutch inscription commemorating a presentation made in Holland in 1714. An identical cup is in the British Museum,





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## AVON

### DUO-TREAD TYRES





# THE WORLD OF SCIENCE.

## THE BATH-SPONGE, AND SOME OTHERS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I WONDER how many of my readers, when they grab hold of the sponge during those delicious moments of the morning tub, are aware of the fact that they are using the skeleton of one of the lowliest members of the animal kingdom! And furthermore, that the bath-sponge is but one of a great family of sponges, presenting a most astonishing range both in colour, form and structure, though all start on their several careers in the race for life with a common resemblance. Their range is world-wide, extending from the Poles to the Equator, and from the surface of the great wide sea to its profoundest depths.

All naturalists, from the days of Aristotle till 1825, puzzled their heads in vain to discover whether sponges belonged to the animal or the vegetable kingdom. Those, indeed, of the sixteenth and seventeenth centuries went wide of the mark, for they held that sponges were but specimens of solidified sea-foam!

The first real step towards a solution of the mystery was made by Dr. Robert Grant, a naturalist of the early nineteenth century, who took home with him some of the soft, shapeless patches, green or yellow in colour, he found encrusting the rocks of the seashore, and looking, as he described them, like pieces of sodden bread. But when he placed some of these pieces in a dish of sea-water, where they could be closely examined, he found what he likened to "clusters of volcanoes," belching forth not molten larva, but jets of water.

These crusts, now well known as "Crumb-o'-Bread" sponges, are to be found on most of our coasts, growing on rocks, the piles of piers, shells and sea-weeds. The jets of water to which I have referred are carrying away the waste-products of breathing and digestion. Food, in minute particles, is drawn into the body through excessively fine holes, or pores, and passed through a complicated set of chambers containing myriads of cells bearing rapidly vibrating threads, or cilia, which bring solid particles to the protoplasm forming the substance of the cell, and at the same time drive the depleted water out again through the large volcano-like openings, or oscula. This mode of sustaining life is common to all sponges, whatever their size or shape.

Only a few sponges have this encrusting form of growth. Our bath-sponge is of considerable thickness and has a "body" formed of honeycomb-like masses of horny fibres. The holes which are spread over its surface are the "exhalant pores," or oscula, just referred to. When first taken up out of the water it is a mass of a jelly-like substance, in which the horny-skeleton is embedded, and black in colour. This jelly is got rid of by beating, and washing with hoses, till only the horny skeleton we

know as the sponge is left. There are several species and sub-species of bath- and toilet-sponges, like the fine Turkey sponge and sponges for rougher use, varying considerably in their texture and shape. Our supplies come from the West Indies and the eastern half of the Mediterranean, where they are collected by divers, who descend naked or in diving-dresses.

The sponges of which I want now to speak are of a very different kind, inasmuch as the supporting skeleton is furnished by spicules of silica, which, when isolated, look like glass needles, and some like glassy rods with anchor-shaped flukes at each end. Some are encrusted with spines; or they may be rod-shaped, with four arms radiating from the centre of the shaft. The forms they take, indeed, are manifold. But by their interlocking they form a most efficient scaffolding.

Three of the more remarkable in this matter of form are shown in the adjoining photographs. Let us take first *Esperiopsis challengerii* (Fig. 1), which has no name in common speech. With the common bath-sponge in the mind's eye, could anything seem less like a sponge! This was one of the treasures brought back by the great "Challenger" expedition, sent out many years ago for the exploration of the deep sea. Here is a main axis, bearing kidney-shaped fronds on stalks. This species was taken, from a depth of 825 fathoms, east of Celebes. During life it is of a beautiful violet colour.



1. A SPONGE OF PECULIAR FORM WITH A MAIN AXIS BEARING KIDNEY-SHAPED FRONDS ON STALKS: *Esperiopsis challengerii*, WHICH WAS DREDGED UP BY H.M.S. "CHALLENGER" FROM A DEPTH OF 825 FATHOMS, EAST OF CELEBES. In life this sponge is of a beautiful violet colour. The inhalant pores are on the under-side of the sponge-body, and the large pores, shown in the above photograph, are the apertures from which "spent" water is expelled.

Reproduced by Courtesy of the British Museum (Natural History).



2. "THE FINEST PIECE OF ENGINEERING STRUCTURE TO BE FOUND ANYWHERE": "VENUS'S FLOWER-BASKET" (*EUPLECTELLA ASPERGILLIUM*), WHOSE SKELETON, OF EXTRAORDINARY BEAUTY, IS MADE UP OF A LATTICE-WORK OF GLASS-LIKE SPICULES.



3. SHOWING THE EXHALANT PORES PIERCING THE OUTER WALL OF THE LARGE CUP-SHAPED BODY, WHICH HAS AN OVERLAPPING COVERING PLATE: THE GLASS-ROPE SPONGE (*Hyalonema sieboldi*), SO CALLED FROM THE ROPE-LIKE APPEARANCE OF THE LONG TUFT OF THREADS WHICH ANCHOR IT IN THE MUD.

What agency, we may well ask, brought about this very singular departure from our conceptions of a sponge? And we may ask the same question concerning the extremely beautiful "Venus's Flower-basket," *Euplectella aspergillum* (Fig. 2). Here is a skeleton so wonderful that it has been described as "the finest piece of engineering structure to be found anywhere, combining absolute efficiency with a minimum of material." Its lattice-like framework is formed of longitudinal, transverse, and oblique strands, built

up of fused, glass-like, four-rayed and three-rayed spicules, further strength being given by a spiral, outstanding ridge. At its lower end is a tuft of sword-shaped spicules serving to form an anchorage in the mud. The cavity of this wonderful cornucopia is closed by a delicate, perforated "sieve-plate." This was dredged up from a depth of 90 fathoms off Cebu, Philippines. The Glass-rope sponge (*Hyalonema sieboldi*) (Fig. 3) is another extremely interesting species, having the form of a goblet borne on a stem looking like a delicate glass rope, which serves to anchor the body in the mud. It is formed of immensely long spicules, and terminates within the bowl in the form of a spike. The holes piercing the sides of the cup are the exhalant pores, or oscula. The covering-plate is also perforated. A variant on this shape is found in the nearly related *Rhabdocalyptus victor*, which looks like a long, and wide,

vase, but has no covering-plate. But the giant of the whole tribe is known as "Neptune's Cup." It is a near relation of our bath-sponge. In shape it looks like a font, and may stand as much as five feet high!

By way of contrast to these very different types we may take the boring-sponge (*Cliona*), the most insignificant member of the tribe, and the only one capable of any destructive activities! For it does great damage to the limestone cliffs of the Mediterranean, eating away the face of the rock till, by the beating of the sea, the weakened surface falls away, and the broken pieces become rolled about to form stones riddled with holes. It is no less harmful on oyster-beds, riddling the shell of its victims with extensive lobed galleries. At first the only evidence of its presence is furnished by the "pin-holes" in the surface of the shell, but finally it emerges to form a large yellow cork-like mass, which may be as much as one foot in diameter. The exact means by which this boring is done is still unknown.

Those who will, may find out a great deal of information about sponges from the common freshwater sponges of our rivers, where they form greenish, somewhat slimy patches, attached to stems of reeds, or the piles of locks, or the under-surface of stones. Unlike the marine sponges, they form "winter-buds," or gemmules, which sink to the bottom of the water and in the spring grow into fresh sponges. They resist the winter cold by means of a tough coat, strengthened by a layer of spicules. The parent sponge dies in the autumn.

The sponges are a humble tribe, but in a thousand ways they prove useful to man.



# This England . . .



*Danesbrook—Exmoor*

SO sweet a stream might be elsewhere than in England but for its name. Danesbrook; from what old tale of raid and rapine is such a name begot? East and west, south and north, we suffered in our making. Wolves from forest and sea, from castle and court beset our cradle, and the English soil was anointed in blood and sweat. A rough youth; and though our ways be smoothed yet does the old courage live on in us. So have we imposed upon ourselves those pleasant hardships that men of all tongues call "sport." Thus do we keep the wholesome delights of our fathers—the keen excitement of the hard-won fight, ease after stress, and great ale for our renewing. Aye, Worthington—for it was theirs also.





## A PAGE FOR COLLECTORS.

By FRANK DAVIS.

### WORKS OF ART FOR CHARITY: QUEEN CHARLOTTE'S MATERNITY HOSPITAL SALE.

THIS year, instead of a wine sale at Christie's, the funds of Queen Charlotte's Hospital are to benefit by an auction of works of art at Sotheby's, to which both private and professional experts have contributed. The auctioneers are making no charge for their services, the printers of the catalogue are forgetting to send in their account, individuals, from H.M. the Queen downwards, are providing items from their own collections, and the British Antique Dealers' Association has taken pains to interest all its members in so good a cause. The result is an array of 183 pieces, some quite out of the ordinary, and all nicely calculated to appeal to the art-loving public—not only to that small section of it which cultivates its particular interests with devotional enthusiasm, but the far more numerous home-makers who like to surround themselves with nice things at not too heavy a cost. Her Majesty the Queen sends an attractive pair of French vase-shaped ornaments of white marble and ormolu, and Queen Mary a rare little sixteenth-century Italian needlework picture—Jonah being cast into the sea—worked in green, flesh-colour and brown silks and gold thread. Lord Leverhulme's gift is a Brussels tapestry panel from the collection acquired during so many years of enthusiastic buying by his father, a pleasant Teniers subject of a woman spinning, a cat, children, and kitchen utensils. Sir Frederick Richmond,



IN THE AUCTION OF WORKS OF ART IN AID OF QUEEN CHARLOTTE'S MATERNITY HOSPITAL AT MESSRS. SOTHEBY'S: A FINE ADAM ARM-CHAIR IN MAHOGANY; AND A HEPPLEWHITE CHAIR WITH THE CHARACTERISTIC OPEN SHIELD-SHAPED BACK.



"A VIEW OF PORTSMOUTH," BY SAMUEL SCOTT, THE ENGLISH FOLLOWER OF CANALETTO: AN ADMIRABLE WORK BY AN ARTIST WELL KNOWN FOR HIS PAINTINGS OF THE THAMES. (27X60 IN.)

whose reputation as a connoisseur of English needlework must be well known to readers of this paper (we reproduced a panel of one of his recent purchases in colour a few months ago—a panel of *Opus anglicanum* illustrating an episode in the life of Thomas à Becket), provides three lots, one of which, a fine Queen Anne *petit-point* picture of the Queen as Princess, in a blue dress and crimson mantle, holding a chaplet of flowers, is illustrated in the catalogue, as also is Lord Leverhulme's tapestry, and Queen Mary's Italian picture.

Of the pictures and drawings, Lord Methuen, now a Trustee of the National Gallery, sends a brilliant little Rowlandson drawing—two characteristic figures in a tavern—and Lord Bearsted a red-chalk study of a single figure by Nicholas Lancret. The best of the pictures is a seascape—a view of Portsmouth from the sea, with men-of-war and shipping—by Samuel Scott, which is a needed reminder that this excellent English follower of Canaletto did not spend his whole time painting pictures of London's river and London's streets and buildings.

Captain Bruce Ingram has given the above, while Lord Fairhaven provides a pleasant Peter Tillémans—a view of Windsor Castle and the river—and the Marquess and Marchioness of Crewe an interesting eighteenth-century portrait of the Hon. Mrs. Mary Greville. Two further drawings must be mentioned—one of Richard Wilson's rare chalk drawings, given by Sir Edward Marsh, and a most agreeable Paul Sandby (from the collection of Sir Michael Sadleir), a water-colour of the camp in Hyde Park, 1780: those who like coincidences will appreciate the appearance of these two drawings in a sale, for the former once belonged to the author of the latter. Sandby,

[Continued overleaf.]

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# INDIA

*by Lloyd Triestino*



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*Continued.*  
like most other artists of his time, was an enthusiastic collector of other men's work.

The outstanding lot among the silver is undoubtedly the shaving-dish and hot-water jug presented by Captain the Hon. Gerald Portman, made

use. As it is, it will surely go to one of the well-known collections at a good price. I understand it is expected to fetch about £200. Lest this valuation should frighten more modest purses away from the sale, I hasten to add that there are numerous other silver items—candlesticks, spoons, salt-cellars, etc.—which are of everyday use and will be far easier to acquire.

Among the forty or so gifts of Chinese pottery and porcelain is a rare Chun pottery flower-pot, covered with the characteristic greenish-grey and lavender glaze, with applied reliefs of flowers and foliage, of the Yuan Dynasty, the donor of which is Mr. George Eumorfopoulos—a piece which is illustrated in the monumental catalogue of his collection, Vol. 3, Plate 19—and Sir Percival David has sent a large Ming Dynasty pottery fishbowl, covered with cream glaze and modelled in high relief with the Eight Immortals holding their attributes—both impressive introductions to numerous later porcelains of the sixteenth, seventeenth and eighteenth centuries. There is also a twelfth-century Persian pottery bowl, exhibited at the Burlington Fine Arts Club in 1926 and at The Hague in 1927, given by Mr. Oscar Raphael.

Lord Fisher of Kilverstone's contribution is a rare Meissen porcelain figure of a Crimean Tartar, modelled by Kaendler and Reinicke about 1750, and two other Kaendler groups come from Lady Louis Mountbatten's collection, each of them important not only as fine examples of Kaendler's ability as a modeller, but also because of their subject—anti-Freemasonry propaganda, as a result of the Papal Bull of 1738 excommunicating Freemasons.

There are thirty-two pieces of furniture. A typical north-country long-case clock in oak, with movement by John Wawne, Kirby Moorside, has been sent in by the Princess Royal, and members of the trade have supplied various chairs, tables, mirrors, and stools of great distinction. At the moment of writing, these were only visible in the dim recesses of one of Messrs. Sotheby's

underground dungeons—nevertheless, there was no mistaking the quality of No. 155, an Adam mahogany arm-chair with oval open back braced by splats radiating from the centre; of No. 171, a Hepplewhite piece with the characteristic open shield-shaped back; of No. 167, a small George I. gesso side-table, and of No. 164, an unusual long stool, late seventeenth century, on turned legs and turned stretchers.

The sale will take place on Tuesday, June 28; there will be no reserves and the whole proceeds will go to the hospital. Public view from the Saturday previous. Illustrated catalogue, 5s.

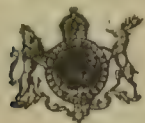


GIVEN BY H.M. QUEEN MARY TO THE AUCTION AT SOTHEBY'S IN AID OF QUEEN CHARLOTTE'S MATERNITY HOSPITAL: A RARE SIXTEENTH-CENTURY ITALIAN NEEDLEWORK PICTURE OF JONAH BEING CAST INTO THE SEA.

by James Shruder, London, 1742. This is George II. craftsmanship at its best, and is, besides, a rare and, if one's mind works that way, an amusing piece. Would you be shaved with dignity, in the grand manner?—then buy this. The dish (with a good bite taken out of the wide rim to fit the throat) is 13 inches wide, and dish and jug together weigh 59 oz. 9 dwt. Each piece is engraved with the arms of George Booth, second and last Earl of Warrington. Were I Peter Wimsey I should certainly present this set to Bunter and insist upon its daily



A NOBLEMAN'S SILVER SHAVING-DISH AND JUG OF THE REIGN OF GEORGE II.: A PAIR WHICH BEAR THE ARMS OF THE LAST EARL OF WARRINGTON; THE EDGE OF THE DISH SHAPED TO FIT THE THROAT; GIVEN BY THE HON. G. PORTMAN.



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## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

**G**ADGETS for cars to-day are becoming more and more numerous than any motorist could have imagined, as most folk were of the opinion that there was little left for the owner to add to his car, owing to the completeness of the equipment provided on it by the motor-manufacturer. Of course, these additional refinements, though not necessary, are so convenient that we continue to spend our money buying and having them fitted on our cars. Doctors, for instance, are adding that unusual gadget which combines the functions of windscreen spray and defroster, made by Glanville, Levers and Son, of 83, Gayfere Road, Ewell, Surrey,

because their cars have to be used at all hours of the night and in all sorts of fog, frost and other unpleasant conditions. This is no cheap-jack fitting, as it costs £3 10s., and a small extra charge for fitting it to the car at the Ewell Works. But its usefulness is undoubted. This gadget provides hot water sprayed over the windscreen by a tubular sprayer contained in another tube fixed above the windscreen.

The apparatus does not interfere with the free movement of the usual windscreen-wipers and the tubes themselves are free to turn

relative to each other so that the flow of water can be shut off at will by the driver by means of a control situated inside the car. Saddle-brackets are used to mount the sprayer tube, and one of these brackets has a set screw which allows the angle of the flush of water to be adjusted.

Water is supplied from a small tank, containing from half to one gallon of water, slung beneath the bonnet of the car, and passes into a cylindrical heating-jacket, which is supplied in two parts so that it can easily be fitted round the exhaust pipe near the manifold. This heated water is drawn by a special pump, and supplied at pressure to the sprayer rail. This pump only comes into action when it is brought into contact with the fan-belt by means of a pulley. The entire mechanism is

operated from the driver's seat by a Bowden wire control, and the pump has a reduction gear suitable to the particular car to which it is fitted. The



TOURING IN SCOTLAND: THE OWNER OF A HUMBER "SNIPE" SPORTS SALOON STOPS TO ADMIRE THE VIEW, WITH THE ISLE OF ARRAN IN THE DISTANCE. The new Humber "Snipe" Sports Saloon is a particularly attractive car. It seats four passengers in comfort and has a roomy luggage-compartment in the tail. The "Snipe," with its 21-h.p. engine and "Evenkeel" independent front-wheel suspension, is in every way suited to all types of touring. The cost of the model shown in the above photograph is £395.



IN THE GROUNDS OF THE PINEWOOD CLUB: A 21'6-H.P. HUDSON TERRAPLANE SALOON, WHICH DEVELOPS 122 B.H.P. AND IS PRICED AT £330.

hot-water spray not only keeps the front screen clean, but is effective for removing ice or snow from the glass.

Another gadget is a brake-meter to measure the brake efficiency of the car. Nowadays the police cars on the road carry one of these to test their own car's braking efficiency and also those of the public which seem doubtful. Unless you have the brakes of your car tested regularly by one of the many testing machines in up-to-date Service stations which give their customers a certificate of fitness, it is wise to carry one of these brake-meters on the dashboard as a fitting, to see for yourself how efficient or otherwise are the brakes of your car, and so escape possible attention from traffic police if the car does not pull up as quickly as it should in an emergency. [Continued overleaf.]

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Prove it a luxury-car in actuality as well as in appearance. Take the wheel! You must, to understand how easily, tirelessly, it is controlled, always with an ample safety-margin.



Measure the luggage-space with your own suit-cases, and the more the merrier! See how promptly the brakes will bring it to a smooth standstill.

Do anything and everything your experience suggests, and confess that you have never before met so much quality and desirability in an individual motor car offered at £280 for the Double-Entrance Saloon, £290 for the Club Cabriolet, or £315 for the Estate Car. All Prices at Works.

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## A MAGNIFICENT MOTOR CAR

DODGE BROS. MOTOR CARS, KEW, SURREY

(Continued)

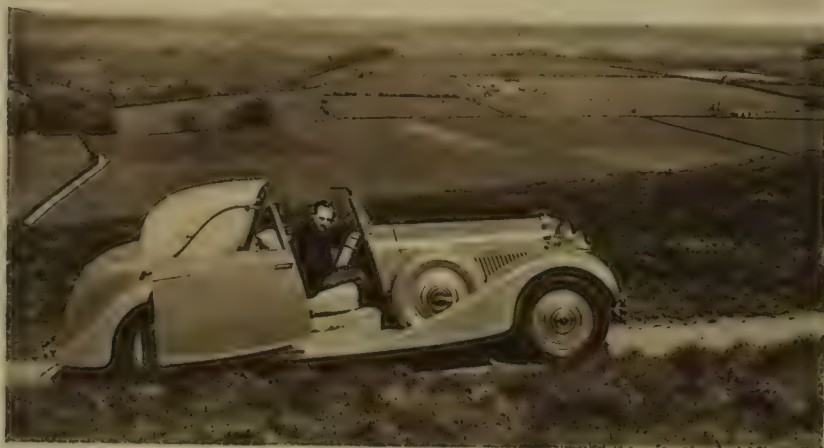
Regulations for the Tourist Trophy race for cars, organised by the R.A.C., which is to be run at Donington Park on September 3, have been issued. The "Gold Star" race at Brooklands, run on Whit Monday, won by W. W. S. Bennett on a supercharged Alta 1½-litre sports with a start of 28 sec., was a sort of Trial Race for the T.T., as this was for sports cars run over sixteen miles of the Campbell road circuit. Unfortunately, the Alta is not eligible for the T.T., as superchargers are barred, and it was the only car with a "blower" to compete in the "Star" handicap. Sports cars are eligible for the T.T., but without superchargers, and these must run on fuel obtainable at pump stations. Not more than one carburettor to a pair of cylinders is permitted, and a minimum weight and wheelbase based on engine capacity is prescribed. The public will be interested, however, to learn that the event is divided into five scratch races run concurrently by cars with engine cylinder capacity not exceeding (1) 1100 c.c.; (2) 1500 c.c.; (3) 2000 c.c.; (4) 3000 c.c.; and (5) over 3000 c.c. But no racing car or international formula Grand Prix cars are eligible. In fact, the Royal Automobile Club hope that this event will continue to assist "breeding" better touring cars for the public, as a race of this character is apt to discover all weaknesses in design and of materials used in their construction, and have therefore



AT UPPER SLAUGHTER, GLOUCESTER: A 14-H.P. ARMSTRONG-SIDDELEY TOURING SALOON IN OLD-WORLD SURROUNDINGS.

kept the event to ordinary standard production models, which are allowed to be stripped of some accessories, such as hoods, and "hotted up" by the entrants to improve their maximum speed.

The first of the quarterly census of traffic at selected points on trunk roads was begun on May 23, for the week ending May 30, by the Minister of Transport, and County Councils throughout the country co-operated. A comparison of the figures obtained in each quarter will reveal the seasonal variations in the volume of traffic, and thus provide valuable material on which to base future trunk-road improvements. Possibly some readers noticed some of the traffic enumerators, some 1000 strong, working in relays from 6 a.m. They recorded all classes of



WINNER OF A PREMIER AWARD IN THE RECENT R.A.C. RALLY: A BEAUTIFUL SEDANCA COUPÉ ON A 4½-LITRE BENTLEY CHASSIS DESIGNED BY MR. JACK BARCLAY AND BUILT BY HIS ASSOCIATE COMPANY, MESSRS. JAMES YOUNG, OF BROMLEY.

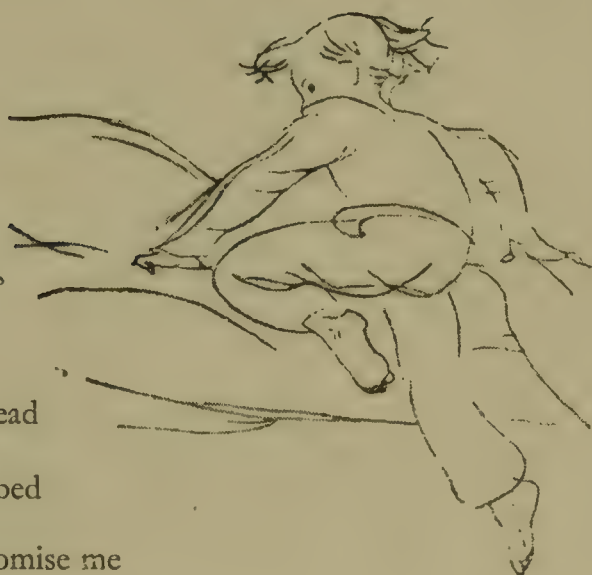
Some of the various novel and interesting features in the design and equipment of Mr. Jack Barclay's Bentley are patent parallel opening doors; flush-fitting and concealed companions; complete canteen fitted behind the rear seat; accommodation for a Leica camera, field-glasses and bridge-playing outfit, and a fitted trunk.

vehicular traffic and, in addition, where there is no footpath, or only a very narrow one, they also took a poll of the pedestrians.

The census was taken at nearly 400 points, and at more than half of them the counting was continuous throughout the day and night. At the remaining points there was a sixteen-hours' count, concluding each day at 10 p.m. Counts were also taken at certain points in order to show the directional movement of traffic. The same points will be watched each quarter, but in August there will be an additional 500 points. The reason for this is that the August census will coincide with the triennial census of traffic on Class I. roads generally, and for the sake of continuity of record it is desired to retain as far as possible the same points at which a census was taken in 1935.



## Radishes red



Radishes, radishes,

Radishes red.

I'll stand on my head

And I won't go to bed

Unless you can promise me

Radishes red.

Cerebos, Cerebos,

Cerebos white.

I'll switch off the light

And give Mummy a fright

Unless you can promise me

Cerebos white.



So unless you can promise me radishes red

Unless you can promise me Cerebos white

I'll pull the cat's tail and I won't go to bed

I'll hide in the dark and give Mummy a fright.

For I've mentioned it once and I'll mention it twice

There's nothing so crunchy and munchy and nice

Not even lump sugar or cocoanut ice,

But I'll pop off to bed and I'll switch off the light

For radishes red and Cerebos white.

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INCREASES ALL THE WORLD OVER



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## THE PLAYHOUSES.

### "TRUMPETER, PLAY!" AT THE GARRICK.

HERE is a play that must be accounted a success. If doing what one sets out to do means success. Question is, whether what Miss Vere Sullivan set out to do was worth the trouble. She shows that the mentality of modern England and modern Germany has nothing in common. Unhappily, her dialogue has so little relation to life that it suggests a leading article in one of our few literary Sunday newspapers. The first act takes place in "A Corner of Germany." The Countess von Ahlenfeld is an Englishwoman. A Christmas Eve is pleasantly passed in decorating a Christmas-tree and discussing the psychological difference between the two nations. It is all clearly expressed. But it is not drama. And everyone

capable of thought must already have thought what the author so painstakingly seeks to convey. The second act takes place in "A Corner of England." Quite why none of the characters live in the Midlands is not clear. Symbolism, one presumes. The talk is, again, on the same lines as before. In the third act, back in the Fatherland, a German officer allows his dearly loved English wife to die . . . so that her newly born son may live to make "cannon fodder" for his country. Clever artists such as Miss Cathleen Nesbitt, Mr. Leon M. Lion and Mr. Malcolm Keen failed to give life to what were, essentially, "talking machines."

### "MARRIAGE," AT THE WESTMINSTER.

Mr. Alderson Burrell Horne, who runs the Westminster theatre very artistically under the alias, "Anmer Hall," has taken another *nom de théâtre*. That of Waldo Wright. He plays the part of an elderly bachelor in this comedy by Gogol. First produced in Russia in 1842, London has lost nothing awaiting its arrival here. It is a flimsy little farce. Practically a charade. Its only merit being that it does give Mr. Anmer Hall an opportunity to enjoy himself. And, it must be admitted, give a certain amount of pleasure to others. The best performance of the evening (indeed, as good a performance as has been seen on the stage for many months) is Mr. Mark Dignam's decayed naval lieutenant. There is both comedy and pathos in this creation.

### "COMEDIENNE," AT THE HAYMARKET.

Mr. Ivor Novello has, presumably, not suffered from temperamental leading ladies. Otherwise he would not treat them so indulgently as he does in this comedy. Miss Lilian Braithwaite plays the rôle of Donna Lovelace, a one-time star. After four years' absence from the stage she is offered a "come-back," in a play specially written for her. Unhappily, she is that type of artiste who has no use for authors. "Lines" are there for the prompter to speak. What she relies on is her

technique. She arrives at rehearsals an hour or so late. Departs for lunch an hour or so early. Just why everybody loved her, Miss Braithwaite did not convey to at least one member of her audience.



"LOT'S WIFE," AT THE WHITEHALL THEATRE: AUNT SARAH (MARGARET WATSON) ARRIVES FOR THE CEREMONY OF UNVEILING A MEMORIAL TO HER "DEAD" BROTHER AND IS AMAZED TO FIND HIM OCCUPYING ONE OF THE CHAIRS RESERVED FOR THE AUDIENCE.

"Lot's Wife" is a modern comedy which bears only a slight similarity to the story in Genesis. Mr. Lot and his family decide to quit the town of Modos when volcanic eruption threatens it, and his wife is left behind. She escapes the disaster and marries again, as Lot (who has been marooned with his daughters on a mountain peak) is believed to be dead. He returns in time to be present at the ceremony of unveiling a memorial to himself. Our photograph shows (from l. to r.) Judith Lot (Viola Lyel), John Lot (Cecil Parker), Sally Lot (Jane Welsh), Michael Davidson (Torin Thatcher), Mrs. John Lot (Nora Swinburne), and Aunt Sarah (Margaret Watson).



"PEOPLE OF OUR CLASS," AT THE NEW THEATRE: SHENA (URSULA JEANS) DEFIES HER PARENTS, SIR GREGORY AND LADY MARCH (NICHOLAS HANNEN AND MARY JERROLD). In "People of Our Class" Ursula Jeans plays the part of Shena, daughter of Major-General Sir Gregory March. She meets with opposition from her parents when she wishes to marry a chemist's assistant. Besides her father's consent there is a matter of £3000 which Shena decides to obtain and she gets both by a simple expedient.

Donna Lovelace gives, one is told, a magnificent performance at the dress-rehearsal, but "dries up" on the first night. Nevertheless, the author of the play still adored her. Which hints that Mr. Novello is not drawing from life. Mr. Novello unnecessarily complicates his plot by making the author of the play her husband's son by another woman. Also, at the end, he rounds off his comedy by bringing the landlord of a public-house from Wales. He has won £30,000 in a football pool, and is game to spend £10,000 of it in financing another play for Donna Lovelace.

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# MONTREUX

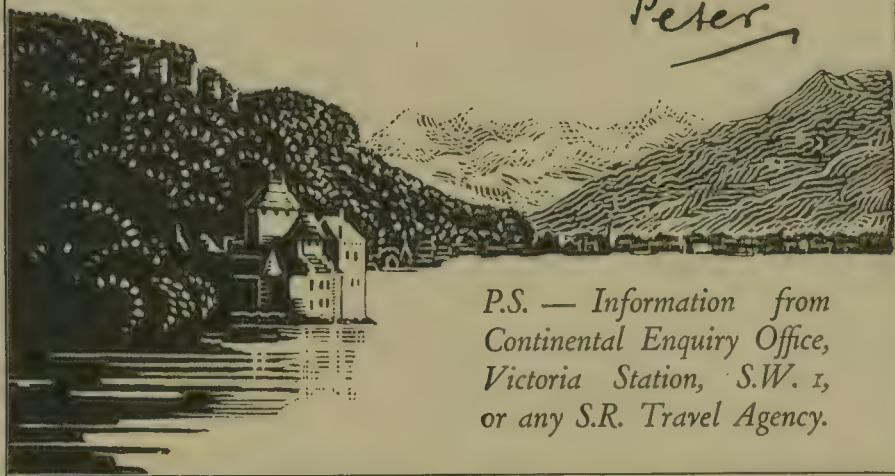
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*Peter*



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## BOOKS OF THE DAY.

(Continued from page 1162.)

The actual experiences of a stoker in the Navy, throughout the Great War, are told entertainingly—and dramatically as occasion calls—in an unusually interesting book of reminiscences said to be the first written from that particular standpoint, and entitled "AYE, AYE, SIR": A Saga of the Lower Deck. By "Clinker Klocker." With Foreword by Rear-Admiral Sir Thomas J. Spence Lyne and 15 Illustrations (Rich and Cowan; 15s.). Before joining the Navy the author had spent several years in cargo ships, and his earlier chapters cover that period. The outbreak of the war occurs about half-way through the book, and from that point, of course, the interest intensifies. "Clinker Klocker" was several times in action, and had some narrow escapes. He served in the destroyer "Hind" at the Battle of the Dogger Bank and in the cruiser "Achilles" when she sank a disguised German commerce-raider off Iceland. His description of what he saw and did and felt in these events, and during his vicissitudes and escapades ashore, is racy and full-blooded, alternating between humour and patriotism. He has a strong faith in the bulldog spirit of British youth, if war should come upon us again, and also in the courage of British womanhood, as exemplified by his own wife.

It would have been interesting to have from a seaman of Queen Anne's time so detailed an account of life aboard ship as "Clinker Klocker" gives. One passage is especially inspiring. "The comradeship," he writes, "manifest on the lower deck of a man-o'-war is one of the most wonderful things on this material plane, and to give a slight illustration of the bond of fellowship I will cite what happens to the belongings of a shipmate who dies. His effects are put up for auction and a bidding never equalled on land is manifest. The money thus raised goes to the deceased man's next of kin. Each article of clothing is put up and knocked down to the last bidder, who promptly throws it back again to be put up again for bidding. The bidders do not have to produce ready money, the amount being debited against the pay they have to come, and many put themselves in the Crown debt by bidding

more than the pay that is due. Thus a nice sum of money is soon realised, particularly if the deceased man was very popular."

Few books about seafaring lack an element of superstition. An example occurs here that recalls the retribution which overtook the Ancient Mariner for shooting the albatross. It happened aboard the destroyer "Hydra" in the Firth of Forth. The ship's pet monkey had developed unpleasant habits in its old age, and the captain told the cook, who had charge of the animal, to get rid of it, meaning that it should be left ashore in a zoo. The cook, however, acted otherwise. "He committed the monkey to the deep, and all who saw the dark deed expected something dreadful to happen. Even the fellows in our ship who saw it felt very uncomfortable. At midnight the flotilla was steaming through the darkness of a pitch-black night. . . . Suddenly came the sound of a mighty rending crash. . . . The 'Fearless' and 'Hydra' had met in a head-on collision. . . . The bows of both vessels suffered severely, and it was an ominous scene to us who knew about the monkey. Fortunately, there were few casualties, and the 'Hydra' was kept afloat and escorted to Leith. The strangest part of the affair was that the 'Hydra' had only one casualty, and he was the ship's cook. None knew what had become of him. His body was never seen again."

Accuracy in time-keeping is naturally of high importance in navigation. In one of the books mentioned above ("Warships at Work") we read: "The chronometers—there are three—are the objects of the Navigator's special care. He winds them personally every day at the same time in the morning. It is unthinkable that he should ever forget. But to make absolutely sure the Marine Sergeant-Major asks him every morning at nine, and then reports to the Captain: 'Chronometers wound, sir.' They are kept deep down in the ship in padded boxes to protect them from the shock of gunfire." This brings me to a book not indeed concerned with seafaring, but of great interest to collectors of old clocks, and to anyone who feels the fascination of intricate and delicate mechanism. I refer to "THE ENGLISH

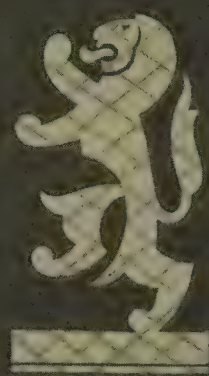
DOMESTIC CLOCK": Its Evolution and History. A brief guide to the essential details for dating a clock. By H. Alan Lloyd. With 57 Illustrations (Printed Privately). "These notes," says the author, "are written for the beginner, and endeavour to lead him chronologically through the various developments of the craft in England up to the machine age."

Mr. Lloyd hopes that his book will "enable the many thousands of owners of old clocks to take a more understanding interest in their possessions and so lead them to a more detailed study." He gives some interesting facts about the history of clock-making. "The earliest form of time measurement," he says, "and one which persists in part even to-day, was the release or consumption of a measured quantity of a commodity through a controlled aperture. A clepsydra—or water clock—is reported to have been found in an Egyptian tomb dating from about 1400 B.C."

Two later passages, curiously enough, mention names of people or places familiar to-day in other connections. Thus: "Springs as motive power were probably first used towards the end of the fifteenth century, and the timepiece became sufficiently small to be carried on the person about 1510, when Peter Henlein, of Nuremberg, made a watch." And again: "In 1525 Jacob the Czech, of Prague, known as Jacob Zech, made a clock incorporating the fusee, which increases the leverage or pull as the spring runs down—an admirable and simple invention which to-day is still applied to the best clocks, 400 years after its inception. (The sketches of that versatile genius, Leonardo da Vinci, show a fusee about 1490, but this is not thought to have been applied to clocks.) This was the second great step towards the accurate measurement of time." The third was the invention of the pendulum, generally attributed to Galileo's observations of a lamp swinging in the cathedral at Pisa.

And now, I fear, the clock, which "beats out the little lives of men," has struck the hour of closing time. C. E. B.

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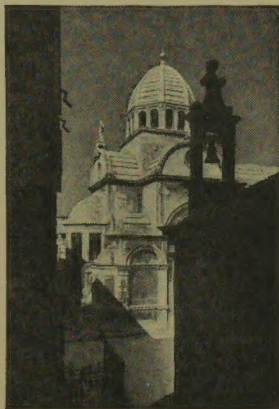
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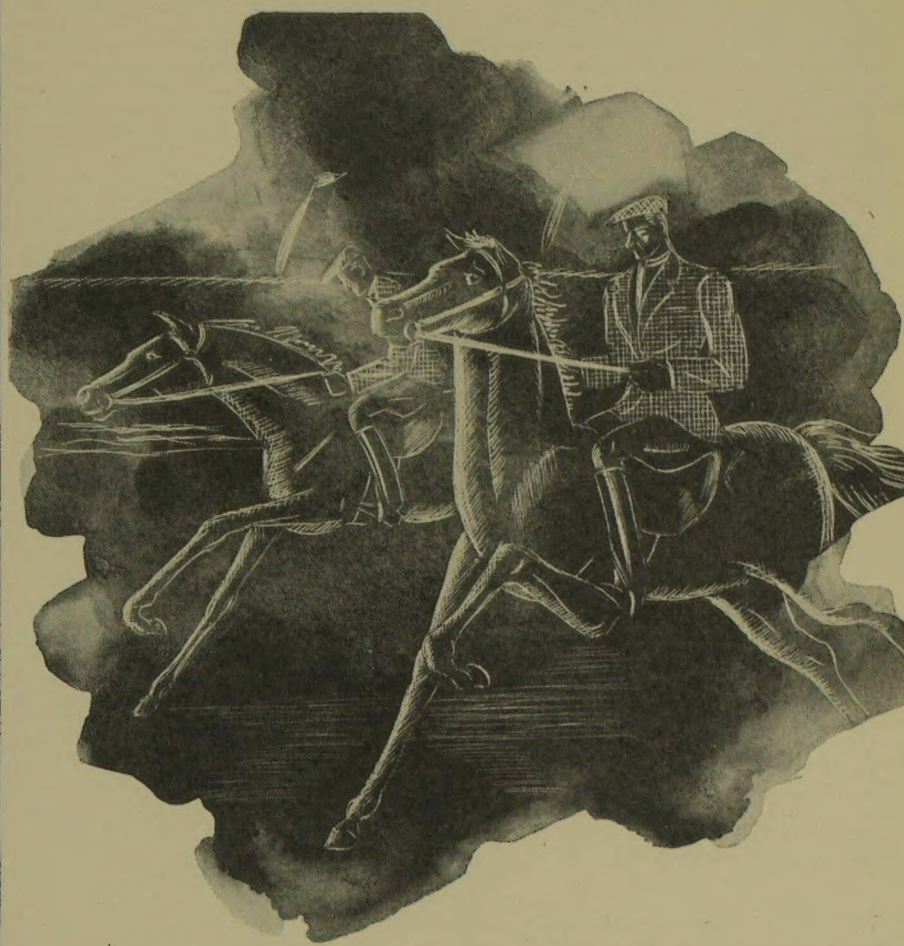
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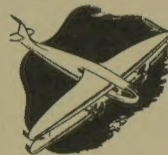
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### FORTHCOMING EVENTS

Saturday, July 16, and Sunday, July 17, AERIAL "RALLY" from Great Britain to Deauville under the patronage of the Royal Aero Club.

Important BRIDGE TOURNAMENT from July 23 to August 3

### IMPORTANT GOLF TOURNAMENTS AT THE NEW GOLF

July 10, 11, 12, AMATEUR-PROFESSIONAL MEETING. July 14, COUPE DE DEAUVILLE. Aug. 14th, COUPE DU FIGARO. For information: Secretary, J. G. Gillespie, New Golf Club, Deauville.

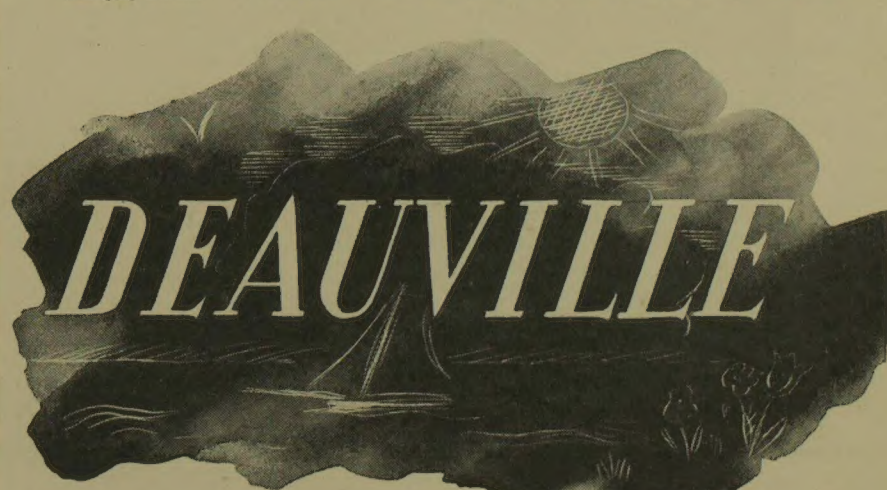
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### THREE 1938 NOVELTIES

New bright spots in Deauville will be CIRO'S, re-opened under the direction of ALBERT from MAXIM'S, the new TARDET'S BAR, under the management of Maurice d'ARHANPE, while GEORGES CARPENTIER will welcome you at the Deauville Yacht Club. And as usual, there will be brilliant Galas at the RESTAURANT DES AMBASSADEURS.

Managing Director: F. ANDRÉ. Same Management as Casino Municipal, Cannes, in Winter.





## NOTES FOR THE NOVEL-READER. FICTION OF THE MONTH.

"CRIPPLED SPLENDOUR," by Evan John, is the life of James the First of Scotland, beginning at the captivity in England and proceeding through the years following his release to the final hour that has immortalised Kate Bar-Lass. It is a flowing, animated narrative, in which chronicles and State documents are winnowed with fine judgment, and the mediæval pageant, rich in colour and sinister in intrigue and violence, unrolls itself like an illuminated scroll. In the main it keeps to recorded fact, though the projected betrothal of Joan Beaufort to the Earl of Warwick is fictitious, and the account of the campaign in the Highlands is admitted to be mostly guesswork. Mr. John, taking the Franco-Scottish view, arraigns the English policy and deplores the cruelty and treachery of the men who pursued it. His delineation of the King's character could not be bettered. The purpose of the book has been, we read in the postscript, to harmonise the chronicles with the tradition James has left behind him among the Scottish people. In that and in his mastery of detail, Mr. John has achieved a signal success, and established "Crippled Splendour" as a notable historical novel.

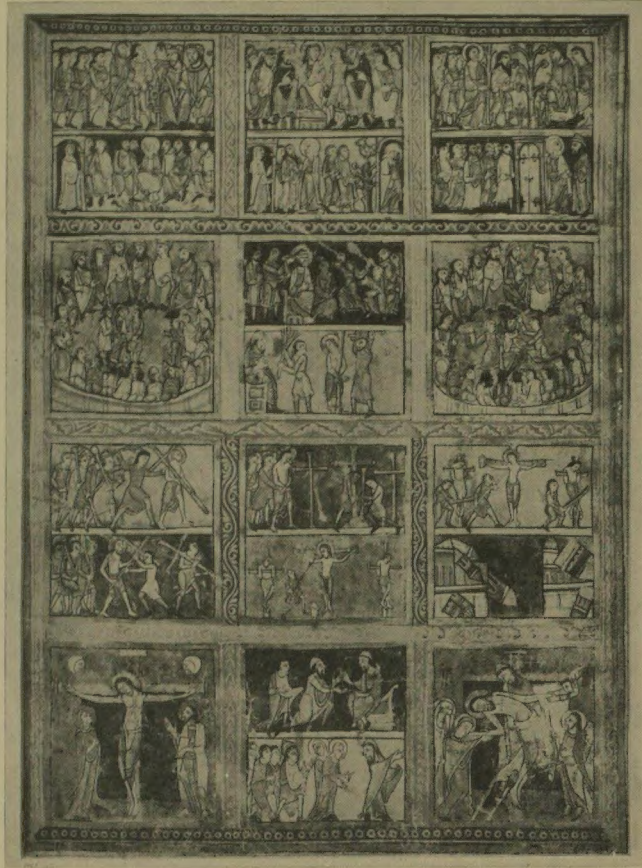
There is no pageantry in Klaus Mann's "Pathetic Symphony," where Tchaikovsky flits through dingy hotel bedrooms and concert-halls. The great man's sensitiveness and temperamental extravagances are impressed upon us, and the evil influences that obscured the bright reflection of his genius. The chapter in which he is represented commenting on the words of a Danish author, comes as near to the heart of his mystery as we are likely to get. "If it were conceivable," Tchaikovsky reads, "that a man should see himself to the very depths of his soul, he would have no hesitation in laying his head uncomplainingly on the block and accepting his inevitable punishment." And his cry of anguish follows: "The man who wrote that terrible passage is my brother. Brothers should know each other. Why do they pass one another by?" He was near the end then. He was to essay, after long travail, to accomplish his true purpose in the Sixth Symphony, knowing, and counting it for good fortune, that the world would not be able to understand it. His task had been to express the meaning of his life in musical sound, and "Pathetic Symphony" leaves us to look beyond the tempestuous and tormented living man, to the spirit that could only rest among the immortals.

The other novels are lighter. Angela Thirkell's "Pomfret Towers" can be recommended for sheer entertainment. The Pomfret family mansion appears on the dust-jacket, a masterpiece of the Gothic revival, modelled on the exterior design of St. Pancras Station, inhabited, as the tale reveals, by an autocratic old gentleman and his consort, and replete with Victorian inconveniences. When Lord and Lady Pomfret decide to give a house-party they invite certain young people from the neighbourhood who are, luckily, good mixers, once the trembling Alice Barton has recovered from her panic. The other guests include the heir to the property, the hunting-set, an authoress, cousin to his lordship, and her insufferable son, and a glossy publisher, a mixed company of whom Miss Merriman, the infinitely tactful secretary, fits neatly into place. Mrs. Thirkell swings them all by at a pace that just gives one time to enjoy her witty irony before, all too soon, the last chapter arrives.

"Nightingale Wood," by Stella Gibbons, begins with a depressing tableau, the Wither family, provincial and middle-class, at the breakfast-table. "It is difficult to make a dull garden," she remarks, "but old Mr. Wither had succeeded." It is, unhappily, not difficult for one person to make a whole household uncomfortable, and Mr. Wither manages that, too. On this drab material Miss Gibbons has embroidered a bright pattern of cunning invention, worked-in from the advent of the common little shop-girl whom Teddy Wither had married and left a widow. She arrives frightened and miserable, and falls an easy prey to the paternal tyranny, but something vital has happened, none the less, and its consequences are far-reaching. Miss Gibbons makes her point every time, and with particular adroitness in extricating the Wither women from their depressions. There is actuality in "Nightingale Wood,"

and subtle humour, and the style and atmosphere set it apart from the common run of novels.

"Spring Always Comes" is another family story far above the average. Miss Elizabeth Cambridge is hard on the mother whom she uses as a foil to the children; no compassion is shown here for the pitiable limitations of a humdrum middle-aged woman. The cleverest situation in the book is the reception of Jasmine's fervid first novel, the sublimation of her secret discontents, as a satirical masterpiece. Miss Cambridge is careful not to quote from it, but she relates exactly how the transformation came about, and her ingenuity commands one's admiration.



THE MASTERPIECE OF THE WEEK (JUNE 23-30) AT THE VICTORIA AND ALBERT MUSEUM: AN ILLUMINATED LEAF FROM A PSALTER DATING FROM THE EARLY TWELFTH CENTURY.

This illuminated leaf has forty-two panels, covering both sides of the vellum, comprising scenes from the Passion, Burial and Resurrection of Our Lord and the events up to and including Pentecost. It is of English workmanship in the manner of the school of Bury St. Edmunds, and dates from the early twelfth century.—[Crown Copyright Reserved.]

The aspirations of the young Russells are treated with a manifest sympathy, and if their priggishness shows a tendency to get out of hand, their creator's faith in the earnest type of young modern disarms criticism.

"The Ugly Dachshund" is Miss G. B. Stern's delicate way of stressing the charm of humility—and a good deal more that the human race may observe to its edification—

### BOOKS REVIEWED.

- Crippled Splendour. By Evan John. (Nicholson and Watson; 8s. 6d.)  
Pathetic Symphony. By Klaus Mann. (Gollancz; 8s. 6d.)  
Pomfret Towers. By Angela Thirkell. (Hamilton; 7s. 6d.)  
Nightingale Wood. By Stella Gibbons. (Longmans; 8s. 6d.)  
Spring Always Comes. By Elizabeth Cambridge. (Cape; 7s. 6d.)  
The Ugly Dachshund. By G. B. Stern. (Cassell; 6s.)  
Scoop. By Evelyn Waugh. (Chapman and Hall; 7s. 6d.)  
Autobiography of a Cad. By A. G. Macdonell. (Macmillan; 7s. 6d.)  
The Serpent and the Dove. By Norman Denny. (Bodley Head; 7s. 6d.)  
I Should Have Stayed Home. By Horace McCoy. (Barker; 7s. 6d.)  
Bohemian Love Song. By Kenelm Foss. (Richards Press; 7s. 6d.)  
A Cloud That's Dragonish. By Verrier Elwin. (Murray; 7s. 6d.)  
Murder in Suffolk. By A. Fielding. (Collins; 7s. 6d.)

from the gentle Great Dane who thought he was an inferior kind of dachshund and behaved accordingly. It is all beautifully contrived, and the fable nicely adjusted to the Great Dane's exquisite sensibility.

Mr. Evelyn Waugh has let himself go with a whoop on the trail of sensational journalism. It would be idle to outline his plot, because it is inevitable that everybody will shortly be reading "Scoop." The savour of William Boot's adventures as a war correspondent is uncommunicable, and whatever may be thought of Mr. Waugh's audacity in guying a free and mighty Press, his methods are uproariously funny. "Scoop" in fact, is easily the funniest book of the season.

A. G. Macdonell's "Autobiography of a Cad" and Norman Denny's "The Serpent and the Dove" run on similar lines, in that both feature an individual who preys upon his gullible acquaintances. But there the resemblance ends. Mr. Denny's Bannister is a suave, beguiling rogue, whereas Fox Ingilby of the autobiography is a rampant egomaniac, repellent in the extreme, and a composite portrait of all the cads that ever lived. The form of the narrative is, of course, perfectly adapted to exhibit his abnormal vanity, and up to a point he is entertaining, but a little of Edward Fox Ingilby goes a long way. The ventures of Mr. Denny's shady financier are remarkably well done. Mr. Bannister is a company promoter who had overreached himself, and his collapse had been sensational: even Anthony Brent, when his attention is drawn to it, remembered its connection with a fraudulent balance-sheet. How their partnership began, and how Progressive Finance, Ltd., rose miraculously out of the ashes of the plump little rascal's former career is racyly told. His dupes and confederates are gathered in: he had proposed to make a fortune, and making fortunes happened to be the form of conjuring he understood. The serpent, you see, is left imperturbably juggling with his dubious Trusts, and Anthony, the dove, public school man and simple gentleman, where Bannister meant him to be left, in the lurch, but happy in an honest job and married to the girl of his choice. This is a capital first novel.

We know what happens to the majority of day-dreamers who batten on film-fan magazines until they believe they can make good at Hollywood, but it has never been described as forcefully as in Horace McCoy's "I Should Have Stayed Home." The hick from Georgia, the two girls who find themselves on the rocks in "the most terrifying town in the world," are foredoomed. They thought they could crash the movies, poor fools; Hollywood streets are full of such fools. Mr. McCoy has worked there, and he knows what he is writing about. One girl commits suicide; one fades away to a loveless marriage on a farm she has never seen; the Georgian young man is still hoping that maybe some director would pick him out. . . . He is lost in the multitude, but his dream persists.

There is not much to be said for "Bohemian Love Song," by Kenelm Foss. The artists—poets and painters and what not—have the authentic Latin Quarter air; they are excitable and devil-may-care, and money simply doesn't matter. Nikki Lincoln paints pictures that will hang in the Luxembourg; he has the creative-artist's mouth. He marries Virginia, a millionaire's silly and selfish daughter, bigamously; that is why he refuses to let her have a baby. The publisher calls this an unusual love-story, but it tells one nothing about incompatible marriages and the Bohemians that has not been told before. It is a relief to pass on to "A Cloud That's Dragonish," by Verrier Elwin, in which the primitive life of a Gond community is described by an author of insight and erudition. Magic and evil gods hold the aboriginal Indian in thrall, and Mr. Elwin stages the conflict between reason and superstition against a haunting background. It really is an unusual love-story, and one well worth reading.

Mr. Fielding has written more satisfactory detective stories than "Murder in Suffolk." It contains some tedious patches, but he has spared no pains in constructing his plot. There is always a kick to be got out of murder on a sandy shore, and the anonymous hiker's premonition in the opening chapter is employed with admirable effect. It is when the Queen of Sheba's treasure and the sinister doctors at the sanatorium take up the running that one cools off; and that is surely not as it should be, for they are intended to produce the biggest thrill.



Charles Despiau  
"Jeune fille des Landes" (1909) pewter

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**Franzensbad**—**Hotel Imperial**, exclusive, world known, close to the springs and baths, own park. Season April 15th to October 15th. Prospectus.

**Franzensbad**—**Hotel Königsvilla**—The leading Hotel.

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**Antibes**—**Hotel du Cap d'Antibes**—Pavillon Eden Roc. Unique situation between Cannes and Nice.

**Cap-Martin**—**Cap-Martin Hotel**—Free bus service, with Monte-Carlo & Menton. Tennis. Swimming. Inclusive from Frs. 110, with bath from Frs. 135.

**Le Trayas (Var)**—**French Riviera**—**Navitel**—Near Cannes' golf. Take a cruise without leaving land. Ask for illustrated booklet with terms.

**Le Touquet**—**Hotel des Anglais**—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

**Le Touquet**—(P. de C.)—**Golf Hotel**—Facing Links. New Lounge and American Bar. Special privilege of daily green free.

**Le Touquet**—**Hotel Regina**—Facing Sea. Opp. Swimming-pool. First-class residential hotel. Attractive inclusive rates.

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## GERMANY

**Baden-Baden**—**Bühlerhöhe**—800 mt. (2,600 feet) Kurhaus and Sanatorium. Diets, Rest-cures. Pension from R.M. 11 upwards.

**Baden-Baden**—**Bellevue**—The well-known first-class family hotel in 5 acres own park. Most reasonable rates. Prospectus.

**Baden-Baden**—**Hotel Europe**—Most beautiful position opposite Casino. Modernly renovated. 260 beds. Rooms from R.M. 5. Pension from R.M. 11.

**Baden-Baden**—**Hotel Frankfurter Hof**—Wholly renovated. Facing Kurpark; a home from home. Manager's wife English. Prices moderate.

**Baden-Baden (Black Forest)**—**Brenner's Stephanie**—The leading Hotel.

**Baden-Baden (Black Forest)**—**Brenner's Park-hotel**—Family Hotel de Luxe.

**Baden-Baden**—**Holland Hotel**—150 beds; large park. Close Casino. Pension terms: R.M. 11 upwards. Personal management H. A. Rössler.

**Bad Kissingen**—**Hotel Reichshof**—Distinguished family Hotel. Garage. Opposite Park.

**Bad Kissingen**—**Staatl.**—**Kurhaus-hotel**—World-renowned house. Mineral baths in hotel. Garages.

**Bad Nauheim**—**Hilbert's Park Hotel**—First-class family Hotel. Unique location in quietest position of the Kur-Park opposite. Baths and Springs.

**Bad Nauheim**—**Jeschke's Grand Hotel**—The home of the discriminating client.

**Bad Nauheim**—**Der Kaiserhof**—First-class hotel. Large garden facing baths and Kurpark. 150 rooms, 50 baths. Pension from R.M. 11.

**Bad Nauheim**—**Hotel Augusta Victoria**—Situated directly opposite the Baths. Park. Every comfort. Full pension from R.M. 9.

**Cologne**—**Schweizerhof**—Victoriast. 11. 100 beds. All mod. comf. Garage, A.A. Hotel, quiet sit. Home from home. Incl. terms from R.M. 7.00.

**Bad Schwalbach (Taunus)**—**Staatl.**—**Kurhotel**. Every room with private toilet and balcony. Built in 1931. Terms from R.M. 10.50.

**Dresden**—**Hotel Bellevue**—The leading Hotel. Unique position on river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

**Düsseldorf**—**Breidenbacher Hof**—Leading Hotel World renowned. Fav. home of int. soc. Fam Grill Am. Bar—Ore. Gar. 150 R. fr. 6.—75 Pr. baths fr. 9.

**Frankfort-on-Main**—**Hotel Excelsior**—Left exit of Central Station. 300 beds from R.M. 4.

**Frankfort-on-Main**—**Hotel Frankfurter Hof**—Leading, but not expensive. Grill-room Bar.

**Garmisch-Partenkirchen**—**Park Hotel "Alpenhof"**—Lead'g hotel in Bavarian Alps. Cen. sit. Every com. Prospectuses through proprietor: Hanns Kilian.

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**Garmisch**—**Bavarian Alps**—**Sonnenbleich**—**Golf Hotel**. Incomparably beautiful situation. 1st-class hotel. Every comfort at Moderate Terms.

**Hanover**—**Hotel Ernst August**—The city's most distinguished hotel of international name. Owner: Friedr. Wilh. Nolte.

**Heidelberg**—**Hotel Europe**—First-Class. Quiet location in old park. Rooms from R.M. 5.

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**Munich**—The new Hotel **Excelsior**—Near the Hauptbahnhof. First class, modern and quietly placed. Rooms from R.M. 3.50 onwards.

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